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ANNEX A TO THE CHARLESTON OIL AND HAZMAT AREA CONTINGENCY PLAN
INTRODUCTION TO COMBINED ACP RESPONSE STRATEGY

1. GENERAL. In our environmentally and energy conscious world, environmental protection is one of the most important public concerns. The potential for a major pollution incident is always present when petroleum products or hazardous materials are moved or stored in bulk quantities on or near the water. In recent years, oil shipments have increased, tank vessels have grown in size and capacity, and many shoreside terminals have increased capacities and throughput without significant updates in the equipment.

Although the Charleston Area Committee's primary focus is pollution prevention, incidents may occur which will require an effective response to mitigate and control the situation. The intent of this plan is to provide for the coordination and direction of immediate and effective Federal, State and local government response to spills and releases. As a result of extensive preplanning among those organizations and agencies, this plan addresses the procedures that will be followed by the Federal On Scene Coordinator (FOSC) for:

- ◆ identifying response resources;
- ◆ making thorough notifications;
- ◆ affecting recovery, dispersal, and shoreline cleanup;
- ◆ protecting sensitive environments;
- ◆ protecting, rescuing, rehabilitating wildlife and fisheries; and
- ◆ initiating assessment of damages to natural resources.

2. CHARLESTON AREA PLAN. This plan will be used in conjunction with other national, regional, and local directives and should be used:

a. To identify the working relationships at each level of a response, the roles and responsibilities of all government response components, and the mechanism for activating and managing these resources.

b. As a working document and comprehensive reference source, since it will be updated frequently to maintain its validity.

c. To provide policies, procedures, and guidelines for response to spills of all sizes, including a worst case discharge.

d. As a guide for industry response plans. Recipients of this plan are encouraged to have a working knowledge of its contents, and provide timely updates as new information becomes available.

3. FUNCTIONAL FORMAT. This edition of the Charleston Area Contingency Plan been formatted to parallel the National Interagency Incident Management System (NIIMS), and has been expanded from the original version to address both oil and hazardous material response.

APPENDIX I TO ANNEX A TO THE CHARLESTON OIL & HAZMAT ACP
AUTHORITY

Reference: (a) 40 CFR 300, National Contingency Plan
(b) PL 101-380, Oil Pollution Act of 1990

1. AREA COMMITTEES. Section 4202 of the Oil Pollution Act of 1990 (OPA 90) amended Subsection (j) of Section 311 of the Federal Water Pollution Control Act (FWPCA) (33 USC 1321 (j)) to address the development of a National Planning and Response System. As part of this system, Area Committees are to be established for each area designated by the President. These Area Committees are to be comprised of qualified personnel from Federal, State, and local agencies. Each Area Committee, under the direction of the Federal On-Scene Coordinator (OSC) for the area, is responsible for developing an Area Contingency Plan (ACP) which, when implemented in conjunction with the National Contingency Plan (NCP), shall be adequate to remove a worst case discharge of oil or a hazardous substance, and to mitigate or prevent a substantial threat of such a discharge, from a vessel, offshore facility, or onshore facility operating in or near the geographic area. Each Area Committee is also responsible for working with State and local officials to pre-plan for joint response efforts, including appropriate procedures for mechanical recovery, dispersal, shoreline cleanup, protection of sensitive environmental areas, and protection, rescue, and rehabilitation of fisheries and wildlife. The Area Committee is also required to work with State and local officials to expedite decisions for the use of dispersants and other mitigating substances and devices.

2. AREA PLANS. The functions of designating areas, appointing Area Committee members, determining the information to be included in Area Contingency Plans, and reviewing and approving Area Contingency Plans have been delegated by Executive Order 12777 of 22 October 1991, to the Commandant of the U.S. Coast Guard (through the Secretary of Transportation) for the coastal zone, and to the Administrator of the Environmental Protection Agency for the inland zone. The term "coastal zone" is defined in the current NCP (40 CFR 300.5) to mean all United States waters subject to the tide, United States waters of the Great Lakes, specified ports and harbors on inland rivers, and the waters of the Exclusive Economic Zone (EEZ). The Coast Guard has designated as areas, those portions of the Captain of the Port (COTP) zones which are within the coastal zone, for which Area Committees will prepare Area Contingency Plans. The COTP zones are described in Coast Guard regulations (33 CFR Part 3).

APPENDIX II TO ANNEX A TO THE CHARLESTON OIL & HAZMAT ACP
ACRONYMS AND DEFINITIONS

Reference: (a) 40 CFR 300, National Contingency Plan
(b) PL 101-380, Oil Pollution Act of 1990
(c) 33 USC 1321, Federal Water Pollution Control Act of 1977
(d) 42 USC 9601, Comprehensive Environmental Response, Compensation, and Liability Act of 1980
(e) 42 USC 6903, Resource Conservation and Recovery Act

1. INITIALIZATIONS AND ACRONYMS.

COAST GUARD

CCGD7	Commander Seventh Coast Guard District
(d)	District Commander
(dcs)	District Chief of Staff
(dl)	District Legal Office
(dpa)	District Public Affairs
(f)	District Comptroller
(fac)	District Accounting Branch
(fcp)	District Procurement Branch
(m)	District Marine Safety Division
(mep)	District Marine Environmental Protection Branch
(o)	District Operations Division
CCGF	Commander Coast Guard Forces
CGHQ	Coast Guard Headquarters
CHRIS	Chemical Hazard Response Information System
CO	Commanding Officer
COMDTINST	Commandant Instruction
COMMEN	Communications Center
COTP	Captain of the Port, Charleston (same person as MSO and OSC)
DRAG	District Response Advisory Group
DRAT	District Response Advisory Team
FINCEN	Coast Guard Finance Center
FOSC	Federal On-Scene Coordinator (Same person as COTP and MSO)
G-L	Coast Guard's Office of Chief Council
G-M	Coast Guard's Office of Marine Safety, Security, and Environmental Protection
G-N	Coast Guard's Office of Navigation Safety and Waterway Services
GST	Gulf Strike Team
LAST	Atlantic Area Strike Team
MLC	Maintenance and Logistics Command
MSIS	Marine Safety Information System
MSM	Marine Safety Manual
MSO	Marine Safety Office, Charleston
NCP	National Contingency Plan

NPFC	National Pollution Fund Center
NRC	National Response Center
NRT	National Response Team
NSF	National Strike Force
NSFCC	National Strike Force Coordination Center
OCS	Outer Continental Shelf
PIAT	Public Information Assistance Team
RCP	Regional Contingency Plan
RNO	Regional News Office
RRT	Regional Response Team
SSC	Scientific Support Coordinator
TCC	Transportable Communications Center
USCG	United States Coast Guard

OTHER FEDERAL AGENCIES

CEO	Council on Environmental Quality
COE	U. S. Army Corps of Engineers
COS	Chief of Staff
DOC	U. S. Department of Commerce
DOD	U. S. Department of Defense
DOE	U. S. Department of Energy
DOI	U. S. Department of The Interior
DOJ	U. S. Department of Justice
DOL	U. S. Department of Labor
DOS	U. S. Department of State
DOT	U. S. Department of Transportation
EPA	U. S. Environmental Protection Agency
EPD	Emergency Preparedness Division
ERDA	U. S. Energy Research and Development Administration
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
GSA	General Services Administration
HHS	Department of Health and Human Services
MARAD	U. S. Maritime Administration
NASA	National Aeronautics and Space Administration
NIC	National Incident Commander
NICa	Alternate National Incident Commander
NIOSH	National Institute for Occupational Safety and Health
NITF	National Incident Task Force
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
NWS	National Weather Service
OSHA	Occupational Health and Safety Administration
SUPSALV	Navy Supervisor of Salvage
USCG	U. S. Coast Guard

USGS	U. S. Geological Survey
USA	U. S. Army
USFWS	U. S. Fish and Wildlife Service
USMC	U. S. Marine Corps
USN	U. S. Navy

STATE AND LOCAL AGENCIES

DOSC	District On-Scene Coordinator
EPD	Charleston County Emergency Preparedness Division
LEPC	Local Emergency Planning Committee
LSCC	Liquid Spillage Control Committee, Charleston Area
PIC	Person-in-Charge
SCCC	South Carolina Coastal Council
SCDHEC	South Carolina Department of Health and Environmental Control
SCDNR	South Carolina Department of Natural Resources
SCDHEC/OCRM	South Carolina Department of Health and Environmental Control, Office of Ocean and Coastal Resource Management
SCSPA	South Carolina State Ports Authority
SCWMR	South Carolina Department Wildlife and Marine Resources
SCWRC	South Carolina Water Resources Commission
SERC	State Emergency Response Commission
SOPs	Standard Operating Procedures
SOSC	State On-Scene Coordinator

MISCELLANEOUS

AC	Area Committee
ACGIH	American Conference of Government Industrial Hygienists
ACP	Area Contingency Plan
AICW	Atlantic Intercoastal Waterway
AIHA	American Industrial Hygiene
ALOHA	Aerial Location of Hazardous Atmospheres
ANSI	American National Standards Institute
AOC	Area Operations Coordinator
AOR	Area of Responsibility
APR	Air-Purifying Respirator
ASTM	American Society of Testing and Materials
ASTDR	Agency for Toxic Substances and Disease Registry
BOA	Basic Ordering Agreement
BBL	Barrel (42 U.S. gallons)
CAMEO	Computer Assisted Modeling of Emergency Operations
CDC	Center for Disease Control
CERCLA	Comprehensive Environmental Response Compensation and Liability Act (1980)
CFR	Code of Federal Regulations

CGI	Combustible Gas Indicator
CHEMTREC	Chemical Transportation Emergency Center
COFR	Certificate of Financial Responsibility
CWA	Clean Water Act
DECON	Decontamination
DRI	Direct Reading Instrument
EEZ	Exclusive Economic Zone
ERT	Emergency Response Team
ESI	Environmental Sensitivity Index
FTS	Federal Telecommunications System
FWPCA	Federal Water Pollution Control Act
GAL	Gallon
GC	Gas Chromatograph (or Gas Chromatography)
HPS	Hazardous Polluting Substance
IDLH	Immediately Dangerous to Life and Health
IRT	Initial Response Team
JIB	Joint Information Bureau
JOC	Joint Operations Center
JTC	Joint Transportation Center
LT	Long Ton (2240 pounds)
<u>LC</u>₅₀	Lethal Concentration, 50%
<u>LD</u>₅₀	Lethal Dose, 50%
LEL	Lower Explosive Limit
LT	Long Ton (2240 pounds)
MFTF	Marine Fire Fighting Task Force.
MSDS	Material Safety Data Sheet
MSM	Marine Safety Manual
MT	Metric Ton (2204.6 pounds)
NFPA	National Fire Protection Association
OCS	Outer Continental Shelf
OHMTADS	Oil and Hazardous Materials Technical Assistance Data System
OPA	Oil Pollution Act
OSLTF	Oil Spill Liability Trust Fund
PEL	Permissible Explosive Limit
POLREP	Pollution Report (telecommunications message)
PREP	Preparedness For Response Exercise Program
ppb	Parts per Billion
ppm	Parts per Million
ppt	Parts per Trillion
RCRA	Resource Conservation and Recovery Act
RP	Responsible Party
RRI	Response Resource Inventory
SARA	Superfund Amendments and Reauthorization Act of 1986 (Emergency Planning and Community Right to Know Act)
SARTEL	Search and Rescue Command Coordination Telephone
SONS	Spill of National Significance

ST	Short Ton (2000 pounds)
STEL	Short Term Exposure Limit
TLV	Threshold Limit Value
TWA	Time Weighted Average
UEL	Upper Explosive Limit
UL	Underwriters Laboratories
UN	United Nations
USC	U. S. Code

2. DEFINITIONS. This section represents a list of the most commonly used terms in this plan. Users should refer to the applicable laws and regulations referenced throughout this document for specific definitions.

ACTIVATION. The notification by telephone or other expeditious means to the appropriate state and local officials, to the regional or district office of participating agencies, or when required, the assembly of some or all members of the RRT or NRT.

ACTION LEVEL - A quantitative limit of a chemical, biological, or radiological agent at which actions are taken to prevent or reduce exposure or contact.

ACUTE EXPOSURE - A dose that is delivered to a receptor in a single event or in a short period of time.

ADVERSE WEATHER - The weather conditions that will be considered when identifying response systems and equipment in a response plan for the applicable operating environment. Factors to consider include significant wave height, ice, temperature, weather related visibility , and currents within the Captain of the Port (COTP) zone in which the systems or equipment are intended to function.

AIR SURVEILLANCE - Use of air monitoring and air sampling during a response to identify and quantify airborne contaminants on and off-site, and monitor changes in air contaminants that occur over the lifetime of the incidents.

AVERAGE MOST PROBABLE DISCHARGE (facilities) - A discharge of the lesser of 50 barrels or 1 percent of the volume of the worst case discharge.

AVERAGE MOST PROBABLE DISCHARGE (vessels) - Means a discharge of 50 barrels of oil from the vessel.

CERCLA - is the Comprehensive Environmental Response, Compensation and Liability Act of 1980, as amended by the Superfund Amendments and Reauthorization Act of 1984.

CHEMICAL AGENTS - means those elements, compounds, or mixtures that coagulate, disperse, dissolve, emulsify, foam, neutralize, precipitate, reduce, solubilize, oxidize, concentrate, congeal, entrap, fix, make the pollutant mass more rigid or viscous, or otherwise facilitate the mitigation of deleterious effects or the removal of the pollutant from the water.

CHRONIC EXPOSURE - Low doses repeatedly delivered to a receptor over a long period of time.

COASTAL WATERS - U. S. waters which are navigable by deep-draft vessels, including the contiguous zone and parts of the high seas to which this plan is applicable, and other waters subject to tidal influence.

COASTAL ZONE - all U.S. Waters subject to the tide, U.S. Waters of the Great Lakes, specified ports and harbors on inland rivers, water of the contiguous zone, other waters of the high seas subject to the NCP, and the land surface or land substrata, ground waters and ambient air proximal to those waters.

CONFINEMENT - Control methods used to keep the material in its container. Examples: plugging and patching.

CONTAMINANT/CONTAMINATION - An unwanted and non-beneficial substance.

CONTINGUOUS ZONE - The zone of the high seas, established by the United States under Article 24 of the Convention on the Territorial Sea and Contiguous Zone, which is contiguous to the territorial sea and which extends nine miles seaward from the outer limit of the territorial sea.

CONTROL - Chemical or physical methods used to prevent or reduce the hazards associated with a material. Example: Neutralizing an acid spill.

COUNTY FIRE BOARD - A centralized coordination center whereby fire units are dispatched to respond to fire emergencies. These boards also coordinate summons for additional resources.

DECONTAMINATION - The process of physically removing contaminants from individuals and equipment or changing their chemical nature to innocuous substances.

DEGRADATION - Decomposition of a material by stages.

DIRECT READING INSTRUMENTS - A portable device that rapidly measures and displays the concentration of a contaminant in the environment.

EMERGENCY REMOVAL - Action/s undertaken, in a time-critical situation, to prevent, minimize, or mitigate a release that poses an immediate and/or significant threat to human health, welfare, or to the environment.

EPD - Emergency Preparedness Division. A state or county organization which develops local plans for dealing with emergencies/disasters of all kinds utilizing the best resources of local groups and agencies. Sponsors and participates in local emergency drills. Activates EOC during an actual emergency.

ENVIRONMENTAL ASSESSMENT - The measurement or prediction of the concentration, transport, dispersion, and final fate of a released hazardous substance in the environment.

ENVIRONMENTAL EMERGENCIES - Incidents involving the release (or potential release) of hazardous materials into the environment which require immediate action.

ENVIRONMENTAL HAZARD - A condition capable of posing an unreasonable risk to air, water, or soil quality, and to plants or wildlife.

EXCLUSIVE ECONOMIC ZONE - The zone contiguous to the territorial sea of the United States extending to a distance up to 200 nautical miles from the baseline from which the breadth of the territorial sea is measured.

EOC - Emergency Operations Center. A state or county run facility with extensive inter-agency communication and coordination capabilities. In Charleston County this facility is sponsored by Charleston County Emergency Preparedness Division (EPD). The EOC may be activated during significant emergencies such as a level 4 or 5 marine fire.

FIRST FEDERAL OFFICIAL - The first federal representative of a participating agency of the National Response Team to arrive at the scene of a release. This official coordinates activities under the NCP and may initiate, in consultation with the OSC, any necessary actions until the arrival of the predesignated OSC. A state with primary jurisdiction over a site by a cooperative agreement will act instead as the first federal official for any incident at the site.

FIRST RESPONDER - The first personnel to arrive on the scene of a hazardous materials incident. These are usually officials from local emergency services, firefighters, and police.

HAZARD - A circumstance or condition that can do harm. Hazards are categorized into four groups: biological, chemical, radiation, and physical.

HAZARD CLASSES (1-9) - A series of nine descriptive terms that have been established by the UN Committee of Experts to categorize the hazardous nature of chemical, physical, and biological materials. These categories are:

1. Explosives,
2. Non-flammable and flammable gases,
3. Flammable liquids,
4. Flammable solids,
5. Oxidizing materials,
6. Poisons, irritants, and disease causing materials,
7. Radioactive materials,
8. Corrosive materials, and
9. Miscellaneous hazardous materials

HAZARDOUS MATERIAL - A substance or material which has been determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce, and which has been so designated. (DOT)

HAZARDOUS SUBSTANCE - Means: 1) Any material and its mixtures or solutions that are listed in Appendix A to the Hazardous Materials Table in 49 CFR 172.101, when offered for transportation in one package, or in one transport vehicle if not packaged, and when the quantity of the material therein equals or exceeds the reportable quantity. 2) Any substance designated pursuant to Section 311(b)(2)(A) of the CWA; any element, compound, mixture solution, or substance designated pursuant to Section 102 of CERCLA; any hazardous waste having the characteristics identified under or listed pursuant to Section 3001 of the Solid Waste Disposal Act (but not including any waste of the regulation of which under the Solid Waste Disposal Act has been suspended by Act of Congress); any toxic pollutant listed under Section 307(a) of the CWA; any hazardous air pollutant listed under Section 112 of the Clean Air Act; and any imminently hazardous chemical substance or mixture with respect to which the EPA Administrator has taken action pursuant to Section 7 of the Toxic Substances Control Act. The term does not include petroleum, including crude oil or any fraction thereof which is not otherwise specifically listed or designated as a hazardous substance, and the term does not include natural gas, natural gas liquids, liquefied natural gas, or synthetic gas usable for fuel (of mixtures of natural gas and such synthetic gas).

HAZARDOUS WASTE - Any material that is subject to the hazardous waste manifest requirements of the EPA specified in 40 CFR, Part 262 or would be subject to these requirements in the absence of an interim authorization to a State under 40 CFR Part 123, Subpart F.

INLAND WATER - For the purposes of classifying the size of discharges, means those waters of the United States in the inland zone, waters of the Great Lakes, and specified ports and harbors on inland rivers.

INLAND ZONE - The environment inland of the coastal zone excluding the Great Lakes and specified ports and harbors on inland rivers. The term inland zone delineates an area of federal responsibility for response action. Precise boundaries are determined by EPA/ USCG agreements and identified in federal regional contingency plans.

KEY TECHNICAL ADVISORS (KTA) - A group with special expertise in fire fighting and the marine environment who provide advice to the Responsible Fire Department and may activate to the Forward EOC or Command Post if needed. They provide operational advice under the auspices of the Captain of the Port and provide administrative liaison between MFTF resources and the Responsible Fire Department.

LIMITED QUANTITY - With the exception of Poison B materials, the maximum amount of a hazardous material for which there is a specific labeling and packaging exception.

MAJOR DISCHARGE - A discharge of more than 10,000 gallons of oil to the inland waters; or a discharge to the coastal waters of more than 100,000 gallons of oil; or a discharge of a hazardous substance that poses a substantial threat to the public health or welfare, or results in critical public concern (40 CFR 117).

MAJOR RELEASE - Means a release of a hazardous substance which poses a substantial threat to public health and welfare and the environment or is of a significant public concern.

MARINE TRANSPORTATION-RELATED FACILITY (MTR facility) - An onshore facility, including piping and any structure used to transfer oil to or from a vessel, subject to regulation under 33 CFR Part 154 and any deepwater port subject to regulation under 33 CFR Part 150.

MAXIMUM EXTENT PRACTICABLE (facility) - The planning values derived from the planning criteria used to evaluate the response resources described in the response plan to provide the on-water recovery capability and the shoreline protection and clean up capability to conduct response activities for a worst case discharge from a facility in adverse weather.

MAXIMUM EXTENT PRACTICABLE (vessel) - The planning values derived from the planning criteria used to evaluate the response resources necessary to provide the on-water recovery capability and the shoreline protection and clean up capability to conduct response activities for a worst case discharge from a facility in adverse weather.

MAXIMUM MOST PROBABLE DISCHARGE (facility) - A discharge of the lesser of 1,200 barrels or 10 percent of the volume of a worst case discharge.

MAXIMUM MOST PROBABLE DISCHARGE (vessel) - Means a discharge of up to:

- 2,500 barrels of oil for vessels with an oil cargo capacity equal to or greater than 25,000 barrels; or
- 10% of the vessels oil cargo capacity for vessels with a capacity of less than 25,000 barrels.

MAXIMUM MOST PROBABLE RELEASE - Means a medium or major release of a hazardous substance on a vessel or facility which will require additional time and resources beyond those required to respond to a "most probable release". Use of outside resources to augment local response equipment and personnel is anticipated.

MEDIUM DISCHARGE - A discharge of 1,000 to 10,000 gallons of oil to the inland waters; or a discharge of oil of 10,000 to 100,000 gallons to the coastal waters; or a discharge of a hazardous substance equal to or greater than a reportable quantity as defined by regulation (40 CFR 117).

MEDIUM RELEASE - Means all releases of a hazardous substance other than a minor or major release.

MINOR DISCHARGE - A discharge to the inland waters of less than 1,000 gallons of oil; or a discharge to the coastal waters of less than 10,000 gallons of oil; or a discharge of a hazardous substance in a quantity less than that defined as reportable by regulation (40 CFR 117).

MINOR FIRE -

1. Vessel: A fire that involves only one space (not the machinery space) is not spreading or threatening to spread or threatens the loss of the vessel.

2. Facility: Any fire that does not require more than a first alarm response to control and extinguish.

MINOR RELEASE - Means a release of a hazardous substance which poses minimal threat to public health and welfare or the environment.

MITIGATION - Actions taken to prevent or reduce the severity of threats to human health and the environment.

MOBILE FACILITY - Means tanktrucks, railroad tankcars, or marinas that are capable of transferring hazardous substances in bulk.

MONITORING - The process of sampling and measuring certain environmental parameters on a real-time basis for spatial and time variations. For example, air monitoring may be conducted with direct reading instruments to indicate relative changes in air contaminant concentrations at various times.

MOST PROBABLE RELEASE - Means a minor release of a hazardous substance on a vessel or facility which requires minimum local resources to affect a safe and effective response. Initial response resources are sufficient to mitigate a most probable release.

NON-PERSISTENT OR GROUP I OIL - A petroleum-based oil that, at the time of shipment, consists of hydrocarbon fractions:

- At least 50% of which by volume, distill at a temperature of 340 degrees C (645 degrees F); and
- At least 95% of which by volume, distill at a temperature of 370 degrees C (700 degrees F).

NON-PETROLEUM OIL - Oil of any kind that is not petroleum-based. It includes, but is not limited to, animal and vegetable oils.

PERMEATION - The migration or diffusion (spread, flow through) of a chemical through material.

PERSISTENT OIL - A petroleum-based oil that does not meet the distillation criteria for a non-persistent oil. For the purposes of this Appendix, persistent oils are further classified based on specific gravity as follows:

Group II - Specific gravity less than .85.

Group III - Specific gravity between .85 and .95.

Group IV - Specific gravity between .95 and 1.0.

Group V - Specific gravity greater than 1.0.

POLLUTANT - A substance or mixture which after release into the environment and upon exposure to any organism will or may reasonably be anticipated to cause adverse effects in such organisms or their offspring.

PROTECTION LEVELS -

LEVEL "A" - Provides the highest level of respiratory, skin, and eye protection.

LEVEL "B" - Provides the highest level of respiratory protection, but a lesser degree of skin protection.

LEVEL "C" - Provides protection against selected known types and concentrations of airborne substances with use of the proper air purifying respirators and filter canisters. Skin protection is comparable to Level "B".

LEVEL "D" - Provides minimal protection and augments the regular work uniform. It is not adequate in areas with respiratory or skin hazards.

QUALIFIED INDIVIDUAL - An English-speaking representative of the facility or vessel, identified in the plan, located in the United States, available on a 24-hour basis, familiar with implementation of the facility response plan, and trained in his or her responsibilities under the plan. This person must have full written authority to implement the facility's response plan. This includes:

- ◆ Activating and engaging in contracting with identified oil spill removal organization(s);
- ◆ Acting as a liaison with the predesignated Federal On-Scene Coordinator (FOSC); and
- ◆ Obligating, either directly or through prearranged contracts, funds required to carry out all necessary or directed response activities.

RELEASE - Any spilling, leaking, pumping, pouring, emitting, emptying, discharging, injecting, escaping, leaching, dumping, or disposing of hazardous substance (including the abandonment or discarding of barrels, containers, and other closed receptacles containing any hazardous substance or pollutant or contaminant) into the environment.

REPORTABLE QUANTITY (RQ) - As set forth in the CWA, the minimum amount (pounds or kilograms) of a hazardous substance that may be discharged in a 24 hour period that requires notification of the appropriate government agency.

RESPONSE RESOURCES - Means the personnel, equipment, supplies, and other capabilities necessary to perform the response activities identified in a response plan.

RESPONSIBLE FIRE DEPARTMENT - The fire department within whose jurisdiction the fire lies.

ROUTES OF EXPOSURE - The manner in which a contaminant enters the body through inhalation, ingestion, skin absorption, and injection.

SMALL FACILITY - Any water front facility with a capacity of less than 250 barrels (10,500 gals) of petroleum products or reportable quantities of hazardous material.

STABILITY FORCES -

1. Negative Forces: The movement or addition of weight or liquids, that cause a vessel to list and not return to even, level condition.

2. Positive Forces: The movement or removal of weight or liquids to correct a vessel list or the addition of ballast or counter weights to offset negative forces.

SUBSTANTIAL THREAT OF A DISCHARGE (facility) - Any incident or condition involving a facility that may create a risk of discharge of fuel or cargo oil. Such incidents include, but are not limited to, storage tank or piping failures, above ground or underground leaks, fires, explosions, flooding, spills contained within the facility, or other similar occurrences.

SUBSTANTIAL THREAT OF A DISCHARGE (vessel) - Any incident involving a vessel that may create a significant risk of discharge of fuel or cargo oil. Such incidents include, but are not limited to groundings, strandings, collisions, hull damage, fire, explosion, flooding, on-deck spills, loss of propulsion, or other similar occurrences.

SUBSTANTIAL THREAT OF A RELEASE (facility) - Means any incident or condition involving a facility that may create a risk of a hazardous substance release. Such incidents include, but are not limited to storage tank or piping failures, above ground or underground leaks, fires, explosions, flooding, spills contained within the facility, or other similar occurrences.

SUBSTANTIAL THREAT OF A RELEASE (vessel) - Means any incident involving a vessel that may create a significant risk of a hazardous substance release. Such incidents include, but are not limited to groundings, strandings, collisions, hull damage, fire, explosion, flooding, on-deck spills, loss of propulsion, or other similar occurrences.

TOXICITY - The ability of a substance to produce injury once it reaches a susceptible site in or on the body.

VESSELS CARRYING OIL AS A PRIMARY CARGO - All vessels carrying bulk oil cargo that have a valid Certificate of Inspection issued under 46 CFR Subchapter D (except for dedicated response vessels), a valid Certificate of Compliance, or a valid Tank Vessel Examination.

VESSELS CARRYING OIL AS A SECONDARY CARGO - Vessels carrying oil pursuant to a permit issued under 46 CFR Subchapter D (30.01-5), 46 CFR Subchapter H (70.05-30), or 46 CFR Subchapter I (90.05-35), an International Oil Pollution Prevention (IOPP) or Noxious Liquid Substance (NLS) certificate required by 33 CFR 151.33 or 151.35, a dedicated response vessel operating outside a response area, or any uninspected vessel that carries bulk oil cargo.

VESSEL STABILITY - The inherent ability of a vessel to remain upright in an even and level condition and the negative forces that alter this ability or the positive forces required for a vessel to return to a even and level condition.

WATERFRONT FACILITY - All piers, wharves, docks and similar structures to which vessels may be secured. This includes buildings on or contiguous to such structures and the equipment and materials on such structures.

WORST CASE DISCHARGE (facilities) -

1. For facilities with **above ground storage**, not less than:

Loss of the entire capacity of all tank(s) at the facility not having secondary containment; plus

Loss of the entire capacity of any single tank within a second containment system or the combined capacity of the largest group of tanks within the same secondary containment system, whichever is greater.

2. For facilities with **below ground storage** supplying oil to or receiving oil from the marine transportation related (MTR) portion:

The cumulative volume of all piping carrying oil between the marine transfer manifold and the non-transportation-related portion of the facility. The discharge of each pipe is calculated as the maximum time to discover the release from the pipe in hours, plus the maximum time to shut down flow from the pipe in hours (based on historic discharge data or the best estimate in the absence of historic discharge data for the facility) multiplied by the maximum flow rate expressed in barrels per hour (based on the maximum daily capacity of the pipe) plus the total line drainage volume expressed in barrels for the pipes between the marine manifold and the non-transportation related portion of the facility.

WORST CASE DISCHARGE (vessel) - A discharge in adverse weather conditions of a vessel's entire oil cargo.

WORST CASE RELEASE - Means a medium or major release of a hazardous substance on a vessel or facility which requires a long-term response. A worst case release has the potential to exhaust local response/cleanup resources. Outside equipment and personnel may be required to augment local response efforts.

APPENDIX III TO ANNEX A TO THE CHARLESTON AREA OIL & HAZMAT ACP AREA COMMITTEE PURPOSE AND OBJECTIVE

Reference: (a) 40 CFR 300, National Contingency Plan
(b) PL 101-380, Oil Pollution Act of 1990

1. AREA COMMITTEE. The Area Committee is an oil spill and hazardous substance release preparedness and planning body made up of Federal, State, and local agency representatives. The OSC will coordinate the activities of the Area Committee and assist in the development of a comprehensive Area Contingency Plan that is consistent with the NCP.
2. AREA CONTINGENCY PLAN. This Area Contingency Plan describes the strategy for a coordinated Federal, State and local response to a discharge or substantial threat of discharge of oil or a release of a hazardous substance from a vessel, offshore facility, or onshore facility operating within the boundaries of the Area of Charleston, SC. This plan considers response to a most probable discharge or release, a maximum most probable discharge, and a worst case discharge including discharges from fire or explosion. Planning for these scenarios should cover the expected range of spills or releases likely to occur in the area.
3. SCENARIO DEVELOPMENT. The planning process is based on exercising probable scenarios that are created by Area Committee participants. The scenario should be developed by the participants and local port community responders so they are sure to include specific issues relevant to their localities. Therefore, contingency planners, shippers, manufacturers of hazardous substances, as well as members of the response community, both public and private, are encouraged to participate in the scenario development step. Scenarios should challenge existing plans and test a variety of modes of transportation and incident locations.

The scenario development process focus is to identify those aspects of an oil or HAZMAT response that need planning attention. This phase requires that the stakeholders of the Incident Command System (ICS) participate in either imaginary scenarios and/or debriefs of actual incidents. The exercise of scenarios tests the premises of the plan and begins the process of identifying conflicting goals, developing common goals and decision making methods the response organization will use to solve problems together. To successfully manage a response that is evolving and is constantly changing, it is critical that the stakeholders understand the goals of each other's organization and how they are all brought together in the Unified Command. The goal is for participants in this process to learn from the experience and adjust the way they will respond to the next incident. The goal for the planning community is, that needed changes be captured in the ACP and that the lessons learned benefit the community and the responders during future incidents.

4. PLAN UTILIZATION. This plan shall be used as a framework for response mechanisms to evaluate shortfalls and weaknesses in the response structure before an incident, and as a guide for reviewing vessel and facility response plans required by OPA 90, to ensure consistency. The review for consistency should address, as a minimum, the economically and environmentally sensitive areas within the area, the response equipment (quantity and type) available within the area, response personnel available, equipment and personnel needs compared to those available, protection strategies, etc.

TAB a TO APP III TO ANNEX A TO THE CHARLESTON OIL & HAZMAT ACP
AREA COMMITTEE, EXECUTIVE STEERING COMMITTEE

References: (a) 40 CFR 300, National Contingency Plan
(b) PL 101-380, Oil Pollution Act of 1990

1. EXECUTIVE STEERING COMMITTEE. In accordance with the definition set forth in reference (a), an Area Committee means the entity appointed by the President consisting of members of federal, state, and local agencies with responsibilities that include preparing an area contingency plan for an area designated by the President. The Executive Steering Committee is comprised of those few agencies with primary contingency planning responsibility for the area affected by this plan. The Charleston Area Executive Steering Committee is comprised of the following:

CDR F. J. Sturm Federal On-Scene Coordinator (FOSC) U.S. Coast Guard	Chairman
Mr. Chris Staton State On-Scene Coordinator (SOSC) SC DHEC	Vice Chairman
Brad Benggio NOAA SSC	Scientific Support Coordinator
XXXX U.S. Fish and Wildlife Service	NRDA, Federal
Mr. Ron Robstrom NOAA/National Marine Fisheries Service (NMFS)	NRDA, Federal, Alt
Mr. Jimmy Hadden U.S. Army Corps of Engineers	DOD
Ms. Priscilla Wendt SC DNR	NRDA, State
Mr. Shawn Jones Charleston County Emergency Preparedness Division	County EPD/LEPC rep
Mr. N. P. Chris Waters Charleston County Hazardous Materials	County HAZMAT rep
LCDR C. W. Jennings U.S. Coast Guard	Secretary

TAB b TO APP III TO ANNEX A TO THE CHARLESTON OIL & HAZMAT ACP
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TAB c TO APPENDIX III TO ANNEX A TO THE CHARLESTON OIL & HAZMAT ACP
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Ms. Donna Rakoske	Chasn Co HAZMAT	
Mr. Chris Waters	Chasn Co HAZMAT	
Mr. Denver Merrill	SC Sea Grant Program	
Mr. David Miller	Marine Chemist	
Ms. Jamie Thomas	Chasn Co Public Affairs	
Mr. Bill Meisburger	Detyens Shipyard	

ENCL i TO TAB c TO APP III TO ANNEX A TO THE CHARLESTON O&H ACP
PAST AREA WORKING GROUPS AND MEMBERS 1994-1995

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CAPT R. BENNIS, USCG

EXECUTIVE STEERING GROUP

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Mr. Chris Staton	SCDHEC	Area Committee Vice Chairman
LT J. Persall	USCG	Spill Management WG Team Ldr
Ms. Jane Settle	SCDNR	Natural/Cult Res WG Team Ldr
Mr. Chris Waters	CHACO	Training WG Team Ldr

INCIDENT MANAGEMENT WORKING GROUP

* LT J. Persall	USCG	USCG Rep. & Team Leader	
Mr. Wayne Fanning	SCDHEC	SC State Rep & Asst Ldr	
Mr. Shawn Jones	EPD	County Emerg Preparedness Rep	
Mr. Paul Gawrych	FENNVAC	Response Contractor Rep	/
Mr. Tom Eason	EASONDV	Response Contractor Rep	/ O
Mr. L. Strickland	3R	Response Contractor Rep	/ I
Mr. G. Campbell	LSCC	Industry Rep	/ L
Mr. David Harris	USACOE	ACOE Representative	/
Ms. Donna Rakoska	CHASCO	County Hazmat Rep	/
Ch. Ken Fisher	STANDRW	Local Hazmat Rep	/ H
Ch. Butch Walker	STJOHNS	Local Hazmat Rep	/ A
Ch. Mike Baxley	NCHAS	Local Hazmat Rep	/ Z
Ch. Ronney Classen	CHAS	Local Hazmat Rep	/ M
Cpt. Bud Thimes	MTPLEAS	Local Hazmat Rep	/ A
Mr. G. Campbell	LSCC	Industry Rep	/ T

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Mr. Wayne Fanning	SC DHEC
Mr. Roger Rodriguez	U.S. ACOE
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Mr. Jerry Franks	SC State Ports Authority
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* Subcommittee Chairperson

ENCL ii TO TAB c TO APP III TO ANNEX A TO THE CHARLESTON O&H ACP
PAST AREA WORKING GROUPS AND MEMBERS 1995-1996

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Ch. Mike Baxley	NCHAS	Local Hazmat Rep	/Z
Ch. Ronney Classen	CHAS	Local Hazmat Rep	/M
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ENCL iii TAB c TO APP III TO ANNEX A TO THE CHARLESTON O& H ACP
PAST AREA WORKING GROUPS AND MEMBERS 1996-1998

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Mr. Ron Ronstrom	NOAA/NMFS	843-762-8543
LCDR Brad Benggio	NOAA	305-530-7931
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MARINE FIRE FIGHTING WORKING GROUP

CH. Rusty Thomas	City of Charleston	843-720-1981
CH. Fred Tetor	Mt. Pleasant	843-884-0623
CH. Mims	Mt. Pleasant	843-884-0623
Mr. Steve Kicklighter	McAllister Towing	843-577-6449
Mr. David Morton	White Stack Towing/TES	843-577-6556
CH. S.H. English	St. Johns FD	843-559-9194
CH. A. Risanen	City of North Charleston	843-554-5700
Mr. Bill McLane	President LSCC	843-308-2204
Mr. Steve Conner	SCSPA	843-577-8134
CAPT Tom Keane	MSRC	912-238-5002
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NATIONAL HISTORIC PRESERVATION WORKING GROUP

Mr. John. Tucker	Natl Park Service	843-883-3123
Mr. Chris Sherman	State Historic Pres Ofc	843-734-8612
Ms. Jody Muldrow	City of Charleston	843-724-3775
Ms. Elizabeth Boyles	Town of Mt. Pleasant	843-
Mr. Bill Gore	City of North Charleston	843-554-5700
Mr. James Hackett	Charleston Harbor Project	843-744-5838
Mr. Jansen Cox	Charles Towne Landing	843-852-4200
Mr. George McDaniel	Drayton Hall	843-766-0188
Ms. Sierra Neal	Nat'l Trust for Hist Pres	843-722-8552
Ms. Liz Alston	SC African Heritage Council	843-723-0941
Mr. Bill Miller	Charleston County Planning	843-723-6739

APPENDIX IV TO ANNEX A TO THE CHARLESTON OIL & HAZMAT ACP GEOGRAPHIC BOUNDARIES

References: (a) 33 CFR 3.35-15, Charleston Marine Inspection Zone and Captain of the Port Zone
(b) EPA Region IV Oil & Hazardous Substances Regional Contingency Plan
(c) Navigation and Vessel Inspection Circular No. 13-92, Captain of the Port Boundaries

1. GENERAL. There are several Federal boundaries which are important to recognize when dealing with incidents involving the discharge or potential discharge of oil or hazardous substances. Those Federal boundaries, or zones, determine which Federal agency has primary jurisdiction and authority. For the purpose of this plan, there are three specific Federal zones of responsibility. The zones include, the Officer in Charge of Marine Inspection (OCMI) zone, the Captain of the Port (COTP) zone, and the Coast Guard predesignated Federal On Scene Coordinator (FOSC) zone. State and local boundaries correspond to their defined political boundaries.

a. OCMI Zone. The OCMI zone is that area in which the OCMI Charleston, (Commanding Officer, Marine Safety Office Charleston), is responsible for inspecting U.S. and certain foreign flagged vessels, and investigating certain marine casualties, some of which involve oil discharges. The OCMI zone is defined in reference (a) and is included in Tab A to this appendix.

b. COTP Zone. The COTP zone is that area in which COTP Charleston, (Commanding Officer, Marine Safety Office Charleston), is responsible for the safety and security of the port and activities including marine environmental protection on the navigable waters of the U.S. The COTP Charleston and OCMI Charleston zones are identical with regard to boundaries.

c. FOSC Zone. The area in which COTP Charleston is the predesignated FOSC for oil spills is defined by a Memorandum of Understanding (MOU) between the Coast Guard and the EPA. As a result of the MOU and as delineated therein, the COTP Charleston is the predesignated FOSC for the coastal areas and the EPA is responsible for the inland areas. See reference (b) for details.

2. CHARLESTON AREA PLAN. This Contingency Plan applies only in the zone where the COTP is the predesignated FOSC.

3. GEOGRAPHIC BOUNDARIES.

a. Pre-designated FOSC Zone. As defined in the MOU between U.S. EPA (Region IV) and the Seventh U.S. Coast Guard District, the Commanding Officer, Marine Safety Office, Charleston, South Carolina will be the pre-designated Federal OSC in the coastal areas on the eastern coast of South Carolina from the North Carolina-South Carolina State boundary southward to the southern tip of Bay Point, Edisto Island (near Edisto Beach), South Carolina.

(1) Inshore. From the North Carolina-South Carolina state boundary northwesterly along the boundary to U.S. Highway 17; thence southeasterly along U.S. Highway 17 to the south along the eastern bank to the MSO Charleston-MSO Savannah boundary at 32 °30'N latitude.

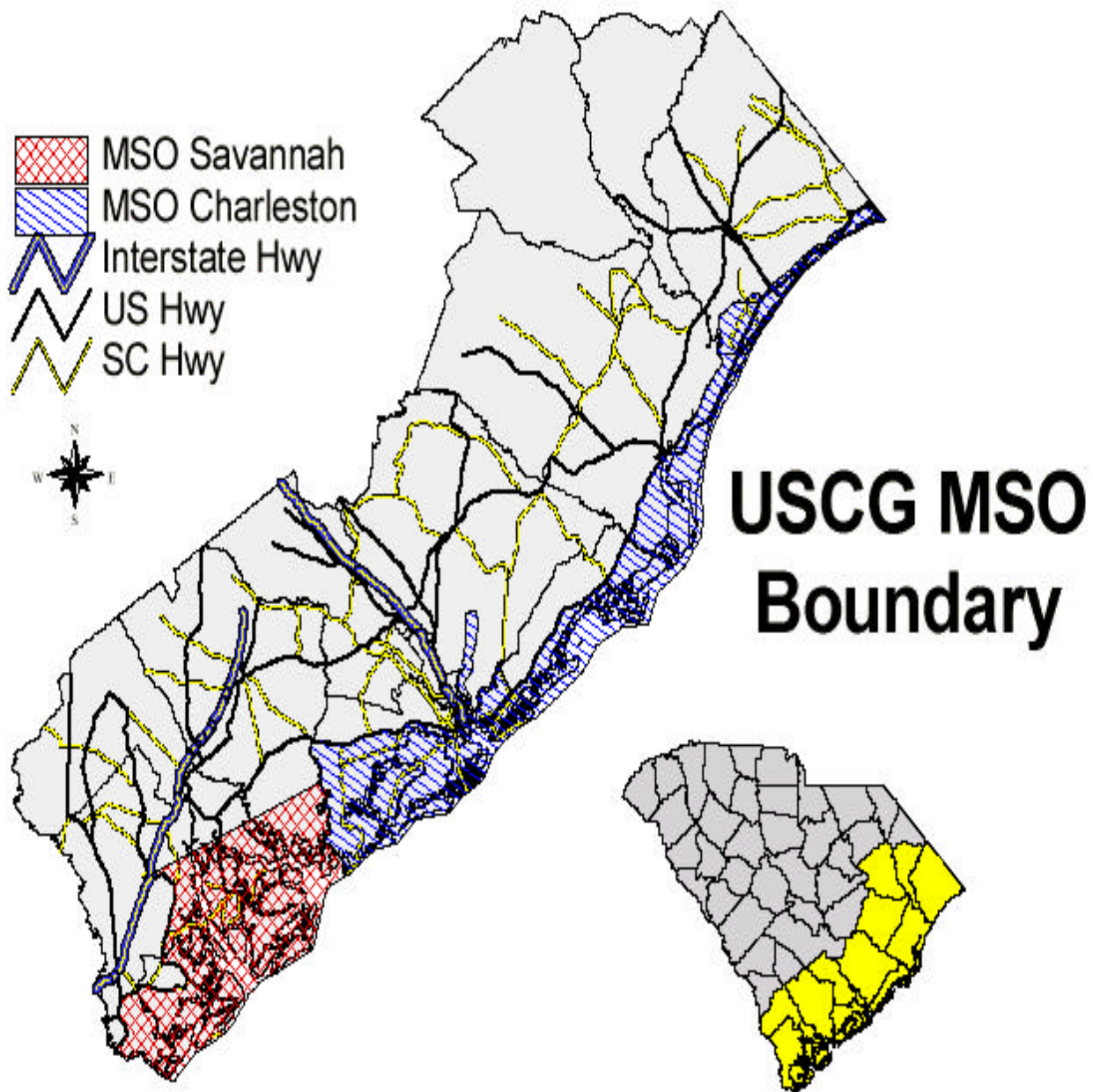
Included with this zone are Charleston and Georgetown Harbor areas, including waterfront facilities, specifically:

- Ashley River from the Memorial Bridge (State Hwy 7) seaward;
- Wando River from State Highway 41 Bridge seaward;
- Cooper River from General Dynamics Private Aids 339 and 40 seaward; and
- Sampit River/Winyah Bay (near Georgetown) area, from one mile west of U.S. Highway 17 Sampit River Bridge seaward.

Also included are all portion of the Intracoastal Waterway (ICW) not within the above defined area.

(2) Offshore. In the event of an offshore incident, the FOSC offshore responsibility starts at a line bearing 122 °T from the intersection of the South Carolina-North Carolina boundary and the sea to the outermost extent of the Exclusive Economic Zone (EEZ); thence southerly along the outermost extent of the EEZ to 30 °50'N latitude; thence west along 30 °50'N latitude to a line bearing 122 °T from the southern tip of Bay Point, Edisto Island, South Carolina; thence westerly along a line bearing 122 °T to the coast. MSO Charleston's authority to investigate and prosecute OPA 90 violations in the offshore area extends to the outermost extent of the EEZ.

b. OCMI/COTP Zone. As defined in reference (a), the boundary of the Charleston Marine Inspection Zone and the Captain of the Port starts at the sea at the intersection of the North Carolina-South Carolina boundary; thence proceeds westerly along the North Carolina-South Carolina boundary to the intersection of the North Carolina-South Carolina-Georgia boundaries; thence southerly along the South Carolina-Georgia boundary to the intersection with the federal dam at the southern end of Hartwell Reservoir; thence southerly along the eastern bank of the Savannah River to 32 °41'N latitude; thence southerly along the eastern bank of the Edisto River to the southern tip of Bay Point, Edisto Island, South Carolina. The offshore boundary starts at a line bearing 122 °T from the intersection of the South Carolina-North Carolina boundary and the sea to the outermost extent of the Exclusive Economic Zone (EEZ); thence southerly along the outermost extent of the EEZ to 30 °50'N latitude; thence west along 30 °50'N latitude to a line bearing 122 °T from the southern tip of Bay Point, Edisto Island, South Carolina; thence westerly along a line bearing 122 °T to the coast.



TAB a TO APP IV TO ANNEX A TO THE CHARLESTON OIL & HAZMAT ACP
AREA RESPONSE HISTORY

1. GENERAL.

a. The geographic area covered by this plan contains the commercial ports of Charleston and Georgetown, and numerous harbors for fishing and recreational vessels.

b. Charleston is the only port in this AC's AOR with significant volumes of oil or hazardous materials moving through the port. There are several facilities that handle lubricating oil feed stocks and light fuel oils. Two facilities handle p-Xylene. Much of the oil moving in the Port of Charleston is in the form of ship bunkers.

2. OIL SPILL HISTORY. In recent years, there have been no significant oils spills involving bunkers or cargo from major vessels or facilities. There have been many small spills from these sources. Most of these spills have been less than 50 gallons and have involved diesel fuel. The majority of the oil spills in this AC's AOR come from fishing and pleasure vessels, and land based sources.

a. Fishing Vessels and Pleasure Craft.

(1) **Minor Spills.** Fishing vessels and pleasure craft account for two to four oil spills per month. The majority of these spills are between five and fifty gallons of diesel fuel or oily bilge water. Due to the type of material, size of spill, currents, and response time to the northern part of the AOR, a responsible party is rarely identified for these spills. Clean up is normally not a reasonable alternative.

(2) **Larger Spills.** Approximately six times a year, fishing vessels or pleasure craft are responsible for larger spills due to sinkings, groundings, or fires. These are normally diesel fuel with a spill range of 300 to 1,000 gallons. Effective cleanup is possible in most of these incidents. However, at times the location of the vessel, or weather conditions limit cleanup actions.

b. Land sources. Land-based sources (construction, marinas) account for approximately two spills each month. These are normally small spills of diesel fuel or hydraulic fluid.

c. Non-point Source. Non-point source spills potentially account for more spillage than any other single medium. Non-point source includes parking lot run-off into drainage systems and eventually into navigable waterways.

3. HAZARDOUS MATERIAL OR SUBSTANCE RELEASES.

a. Overview. Charleston is a major container port: sixth largest volume in the country and second only to the Port Authority of New York & New Jersey on the Atlantic and Gulf Coasts. More than 1,000,000 twenty-foot equivalent units (TEUs) are handled by the Port of Charleston each year. Many of these containers carry hazardous materials. Releases from containers occur once or twice a quarter. Normally, these spills do not impact the water.

4. NOTABLE INCIDENTS. The most notable incidents in this Committee's area of responsibility include:

January 1992 - Five week response to a release of several hundred pounds of magnesium phosphide and arsenic trioxide from containers aboard the M/V SANTA CLARA I.

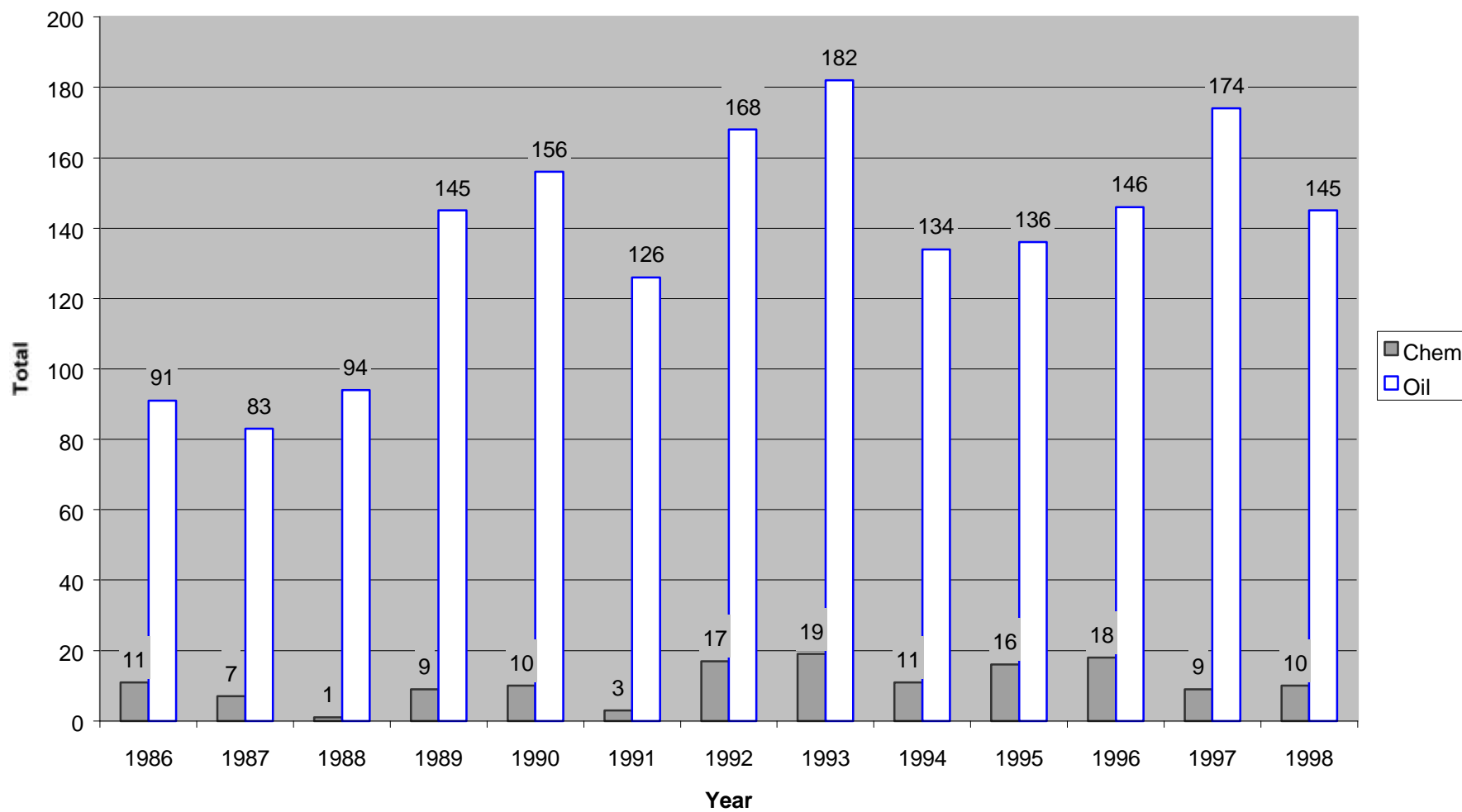
August 1993 - 36-hour response to a monochloroacetic acid release aboard the M/V NEWARK BAY which grounded and became tangled in power lines.

October 1995 - 10 month response to dioxin release near Charleston Entrance Channel. The release occurred as a result of the intentional grounding of a hopper barge, F/B PATRICIA SHERIDAN, containing approximately 12,500 tons of New York Harbor dredge spoils tainted with dioxin. The intentional grounding was made due to the barge taking on a heavy port list and the tug captain's fear of losing the barge in the channel. After grounding, the barge took on a greater list and released approximately 2,500 tons of its tainted cargo near the entrance channel. The response required three dredging operations to thoroughly clean the area and multiple sampling operations, ocean bottom and biota, to verify progress and completeness. Incident required the activation of the RRT and full involvement resource trustees at the federal and state level.

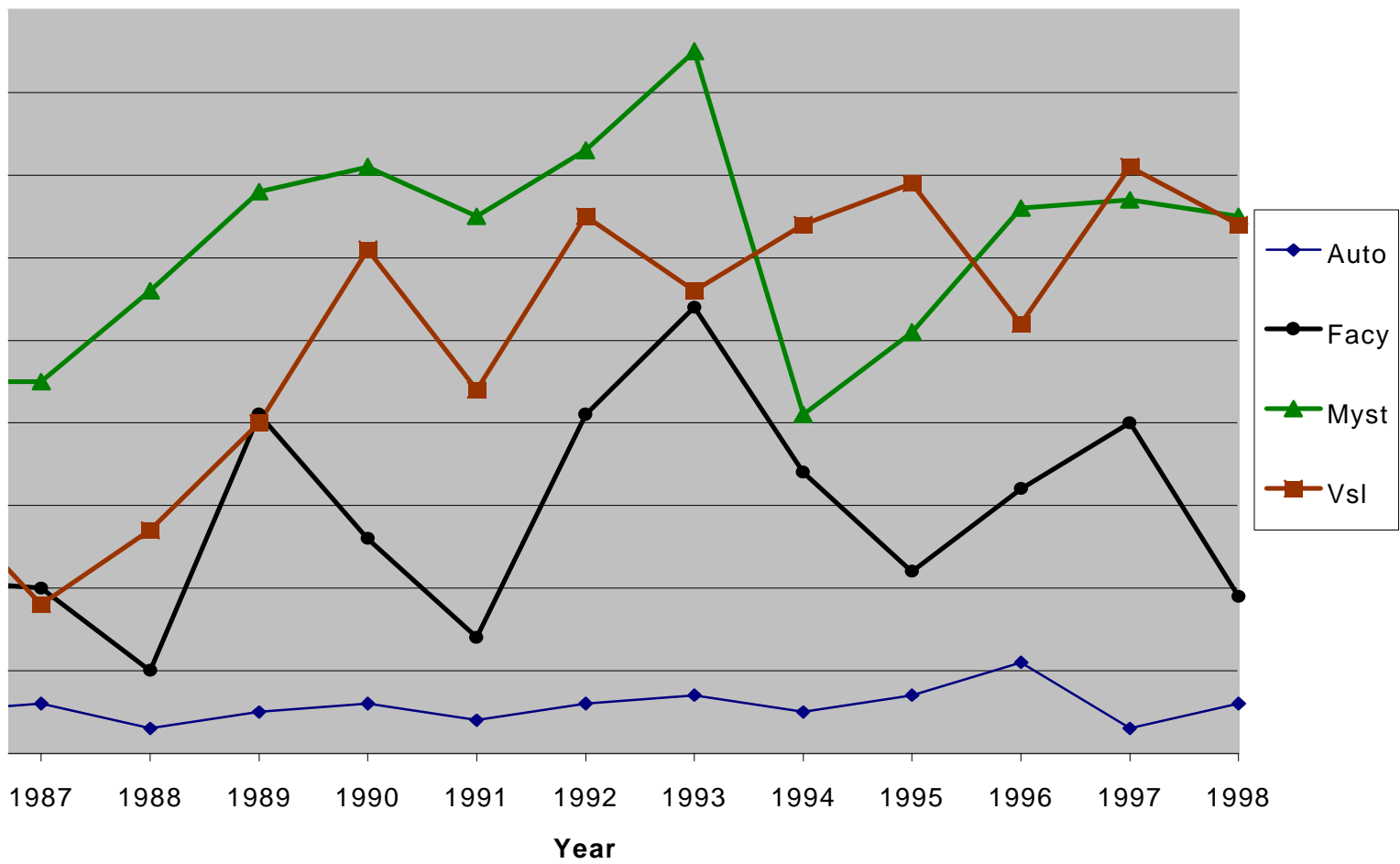
May 1996 - 3 month response to a cyanuric chloride release aboard the M/V EVER ROYAL in May 1996. Although the initial incident aboard the vessel was cleaned up within one week, the need to neutralize the unstable material on site required another 2.5 months of on-site incident management at North Charleston Terminal.

January 1999 - 30 day response to oiled birds along the shore of North and South Carolina. Over 186 birds were recovered during this effort but few survived due to the extent and duration of their contamination. Source of the contamination was determined to be the M/V STAR EVVIVA which spilled over 24,000 gallons of #6 HFO approximately 30 miles off of South Carolina's coast. This spill was found to be the largest maritime spill on record for South Carolina.

**COASTAL SOUTH CAROLINA
REPORTED SPILLS AND RELEASES
1986 - 1998**



Charleston Area Spills and Releases by Source



TAB b TO APP IV TO ANNEX A TO THE CHARLESTON OIL & HAZMAT ACP SENSITIVE AREAS

1. SENSITIVE AREA DESCRIPTION REFERENCES.

The COTP CHARLESTON Response Zone is composed largely of environmentally sensitive types of wetlands and waterways. Accordingly, these areas support vast populations of various wildlife and aquatic species.

A set of detailed maps showing the sensitivity of various coastal environments based on the Environmental Sensitivity Index (ESI) was prepared for the South Carolina Coastal Area RPI in July 1996. The ESI maps show the distribution and relative oil spill sensitivity of 10 classes of shorelines and oil-sensitive wildlife, in color coding on 1:24,000 scale. Each map covers an area approximately 7.5 X 4 miles. The ESI maps are maintained at the USCG MSO and in the offices of the SC DHEC and SC DNR.

A less detailed and more concise set of maps identifying specific sensitive areas and proposed cleanup measures for each are included herein (Exhibit i) to assist in determining priorities for protection. These maps and their keys are not intended to provide information about why given areas are sensitive and warrant protection, but simply to function as a tool in making initial decisions regarding boom placement, etc.

2. SHORELINE DESCRIPTIONS.

The 10 types of shorelines from the ESI maps have been consolidated into 3 groups on the maps in Tab B: low, medium, and high sensitivity (Table A.IV.b.1).

The most sensitive shorelines in the response area are sheltered tidal flats and marshes. The substrate in these high-sensitivity areas is usually soft mud, reflective of the low energy typical of these environments. Marsh vegetation types are directly related to water salinity. The portions of saltwater marshes that are most frequently inundated by tidal action are vegetated with saltmarsh cordgrass (***Spartina alterniflora***), whereas the primary plant species occurring in brackish-water marshes is black needlerush (***Juncus roemerianus***). Freshwater environments along the major rivers consist of freshwater marshes, old rice field systems and bottomland hardwood swamps.

In this AC's response area, broad intertidal mudflats front many of the marshes. Because of the high sedimentation rates, the tidal flats are typically quickly built up and vegetated by marsh grasses. The marsh is considered to be of great ecological value both because it serves as a nursery ground to numerous species of invertebrates and finfish and because the plants in these areas serve as the basis of the food chain in estuarine systems. The decomposed plant material, or detritus, is consumed by the zooplankton and scavenger animals, such as crabs, which in turn are consumed by various larger animals. Thus, a very complex food web of plants and animals exists and functions efficiently in the saltmarsh ecosystem. Additionally, saltmarshes and estuaries are important nursery areas for most species of shellfish and crustaceans and many species of fish.

Because of the abundance of life and shallow waters in the swamps and marshes, they are important feeding grounds for wading birds, waterfowl, and many diving birds. Many of these birds also use the marshes and swamps as their primary habitats for nesting and brood rearing. Other functions of marshes and swamps include consolidation of sediments, shoreline stabilization, flood storage, filtration and assimilation of pollutants from upland runoff and others.

The extent of oil impacts on a marsh are a function of many factors, including the type of oil that is spilled, the point during the life cycle of various species during which it is spilled, and extent of contamination. Light oils have shorter persistence but much higher toxicity to both marsh plants and other organisms in the marsh. Heavy oils have much longer persistence but few acutely toxic impacts. Time of year is very important; spills during fall and winter are less damaging than other times both because the marsh vegetation is in a fairly dormant state and because there are juvenile life stages of fewer organisms present during this time of year. In spring, new growth appears, sloughing off the dead vegetation. Recovery of a marsh oiled during the winter is much more rapid than that of a marsh oiled during the spring, summer, or fall. Also, extent of contamination affects the short-term impact and recovery rates. Oil is more rapidly removed by natural processes from narrow, fringing marshes. Oil transported deep into broad expanses of marsh vegetation during spring tides or during storm or runoff events is isolated from daily flushing processes of tidal currents and waves; therefore, physical removal is very slow.

Sheltered tidal flats have high sensitivity because of high density of organisms and lower natural flushing rates. Floating pollutants are still partially removed by the rising tide, but to a lesser degree.

Highly sensitive areas are present in the extensive wetland areas behind the barrier islands, the majority of the shorelines along rivers, and almost all of the creek shorelines in the region. In addition, highly sensitive freshwater swamp and brackish marsh habitats are located throughout the area.

Moderately sensitive shoreline types include sheltered seawalls, riprap, shell beaches, sand beaches, and exposed tidal flats. The vegetation and animals vary with the type of shoreline. On sand beaches, shell beaches, and tidal flats, there is usually no vegetation and most of the fauna live in the sediment. If there is vegetation on the beaches, it is typically found above the high-tide line and would not be affected by a spill. Infauna found in the sand beaches includes amphipods, isopods, polychaete worms, and bivalves. Sand beaches are also a habitat for the many species of shorebirds and seabirds found in the area. Sheltered seawalls are usually colonized by large numbers of encrusting plants and animals, such as algae, barnacles, and snails. Beaches and seawall species populations are quite resilient to most spill impacts. This is in direct contrast to the slow recovery of marsh and swamp habitats when impacted by oil and hazardous material spills. Also, cleanup of beaches and seawalls is relatively easy, and oil adhering to sandy tidal flats is rapidly removed by tidal flushing. Along the outer coast of the barrier islands, an important consideration of the sensitivity of the coast to pollution is the use of the beaches as recreational resources. This factor increases the sensitivity sufficiently to warrant placing the beaches in the moderately sensitive category.

Moderately sensitive shorelines are mainly found on the outer shores and major inlets of the barrier islands, along portions of the AICW, and along shorelines of rivers where rocks or gravel are a component of the substrate, but in which finer-grained sediments prevail.

Shorelines of low sensitivity include exposed riprap, seawalls, and man-made structures. The vegetation on these shorelines consists primarily of brown and green algae. Associated fauna is dominated by barnacles and oysters, with several less abundant species. The diversity and abundance of plant and animal life on the seawalls is very low, and does not play a critical role in maintenance of the estuarine ecosystem. The ecological sensitivity, therefore, is also very low. In high-energy areas, wave wash and reflection prevents long-term persistence of most surface contaminants. In cases where a pollutant does impact the seawall or riprap, the wave energy would effectively remove it fairly rapidly.

Areas of minimum sensitivity are scattered mainly in small stretches throughout the AC's response area. These areas include the piers and seawalls of waterfront facilities, as well as other small stretches of low-sensitivity shoreline.

3. WILDLIFE AND AQUATIC RESOURCES.

Many species of animals that may be affected by a release of oil or hazardous chemicals found in this area (Tables A.IV.b.2 through A.IV.b.6). The susceptibility of each group of animals depends on the physical properties of the substance spilled, life stages of various organisms present in the spill impact area, and on the time of year since there are wide seasonal variations in the distribution and concentration of various species. Tables A.IV.b.2 through A.IV.b.6 give a listing of the species present; the seasons of the year each species is present within the study area; the seasons that these species reproduce; and their protection status, if applicable. Each table corresponds to a specific type of species, including mammals (Table A.IV.b.2), reptiles (Table A.IV.b.3), shellfish (Table A.IV.b.4), finfish (Table A.IV.b.6), and birds (Table A.IV.b.6).

These tables may be used for many purposes including spill contingency planning and predicting the resources that may be at risk during a petroleum or hazardous material spill in the COTP Charleston Response Area.

a. Mammals - The West Indian manatee and right whale are both seasonally occurring endangered species that occur in the response area. West Indian manatees are distributed along the coast, up to the lower reaches of the three rivers, and the AICW in summer and fall. Right whales, however, are found along the coast and lower harbor in the spring and fall. Bottlenose dolphins are found throughout the saltwater areas of the harbor waterways and along the outer coast year-round. Oil and most chemical spills will cause irritations of the mucous membranes (i.e., eyes and oral cavity) of these species upon prolonged exposure. These mammals may attempt to avoid contaminated areas in the event of a spill. Detailed discussions on the impact of oil spills and response recommendations are included in RPI Coastal Atlas.

b. Reptiles - All of the turtles annotated in Table A.IV.b.3 are either endangered or threatened species. The Atlantic loggerhead sea turtle nests on sand beaches during spring and summer on numerous beaches in the response area. This species is most susceptible to pollution during this time because many turtles gather on beaches for nesting, hence increasing the potential for contamination of eggs. The presence of nesting sea turtles raises the sensitivity of sand beaches to the higher category. The young, newly hatched turtles also are sensitive to a wide variety of

pollutants. In the event that a spill should impact the turtle nesting areas, the eggs and young could be relocated under the guidance of local, state, or federal authorities.

Atlantic green sea turtles and Kemp's (Atlantic) Ridley sea turtles, as well as the Atlantic loggerhead sea turtles, are distributed throughout the response area during spring, summer, and fall.

The American alligator is distributed throughout freshwater swamps and brackish marshes throughout the study area. The effects of pollutants on alligators could range from none to severe, depending on the material and quantity spilled.

c. Shellfish and Crustaceans - Much of coastal South Carolina is commercially important for several species of shellfish (quahogs, or clams, oysters, and other mollusks) and crustaceans (blue crabs, brown shrimp, white shrimp, and others). Environmental damages to brackish and salt marshes, intertidal zones, and subtidal habitats within the response area caused by oil and chemical spills could result in severe ecological and economic impacts on these species.

The more susceptible of these two types of organisms to impacts of oil and chemical spills are the shellfish, or bivalves, including quahogs and eastern oysters. As organisms that are either attached to or remain fairly sessile on the bottom, they are not able to escape from a polluted area. If the pollutant floats, the intertidal bivalves would be most affected by being covered by the pollutant with tidal action. Water-soluble pollutants, including the water-soluble fraction of oil spills, would affect all of the bivalves. As filter feeders, shellfish may concentrate any substance that is in the water column. Quahogs and eastern oysters are found throughout most of the coastal zone of South Carolina in intertidal and subtidal areas. Even though some shellfish areas are closed to harvesting because of fecal contamination, these beds still have importance as seedbeds for other areas.

Crustaceans, such as shrimp and crabs, would be relatively unaffected by surface slicks but may be affected by the water-soluble fractions of a spilled material. The most sensitive period would be in summer and fall when the larval and juvenile stages are present in inshore and nearshore waters. Crabs and shrimp are found in all subtidal areas of the response area and especially in estuarine areas behind the barrier islands. These marsh areas, as important nursery areas, have high concentrations of juvenile crabs and shrimp during much of the year.

d. Finfish - The finfish of the coastal zone of South Carolina can be divided into three categories according to water salinity regime: freshwater fish, brackish (estuarine) fish, and marine fish. However, it should be noted that there exists a substantial overlap of species from one salinity regime to another, especially with marine and estuarine species.

Freshwater fish include numerous species of sunfish, largemouth and smallmouth bass, white perch, several species of catfish, gar, American eels, and many others. These species are most sensitive during spawning periods, from May to August, and to spills of persistent chemicals that exhibit a tendency for biomagnification.

Fish that live in brackish, or estuarine, regions of the area also include many species

that are found in other salinity regimes of the area as well. These species include red drum, spot, croaker, American shad, spotted sea trout, shortnose sturgeon (an endangered species), several species of flounder, striped mullet, and many others.

Marine fish inhabit nearshore coastal waters and many spend at least some part of their life cycle in estuarine areas. Species of marine fish in the study area include king and Spanish mackerel, bluefish, several species of snapper and grouper, black sea bass, Florida pompano, and others. Acute and chronic impacts may result from oil and hazardous material spills that occur in restricted or enclosed water bodies and from very large spills. Marshes and creeks are common concentration areas for environmentally sensitive juvenile fish. Since spilled oil or chemical products tend to persist in these areas of relatively low flushing, it is suggested that the protection of these areas during a spill event be given priority consideration.

e. Birds - The coastal region of South Carolina provides rich habitat for a wide range of birds. Although there are large differences in the distribution of birds seasonally, birds are abundant during every season. Also, there are distinct trends in the areas frequented by certain groups of birds. These patterns in distribution and sensitivity to spilled oil are summarized briefly major bird groups below.

Waterfowl winter over along the South Carolina coast, normally from November to February. Sea ducks, including scaups and scoters, can form large flocks just offshore of the barrier islands, sometimes concentrating around inlets. Birds such as loons and grebes are more widely distributed, and they usually occur in very small numbers. These birds dive for food and spend much of the time on the open-water surface. Thus, they are highly susceptible to oil spills, even small slicks. Mergansers are another common diving duck that are individually scattered throughout marsh creeks and bays.

Wading birds as a group include herons, egrets, and ibises. They have long legs and feed on fish by wading in shallow water. They normally do not occur in large numbers except in localized areas for roosting and/or foraging. Wading birds appear to avoid oil and are seldom directly contaminated. However, loss of food or access to contaminated feeding areas could have serious impacts, especially when young are still dependent on adults for feeding.

Gulls and terns are common along the South Carolina coast, with several areas of heavier concentration. Many species are year-round residents, although some migrate here to breed in the spring and summer. Ingestion of contaminated food and oiling of eggs and young are the primary oil spill impacts.

The brown pelican is another bird that warrants special protection. They are very sensitive to oil spills because they dive from the air for food. They feed throughout the saltwater regions of the harbor and along shore but return each night to rookeries north and south of the harbor. Bird Key Stono is the largest pelican rookery on the coast of South Carolina.

Shorebirds are a large, complex group of birds that feed along beaches and tidal flats throughout the study area. Some shorebirds only "winter" here, although they start arriving as early as September and leave as late as May. These birds feed mostly at low tide, either along the barrier beaches or on the tidal flats fronting marshes in sheltered areas. Some shorebirds nest

in the area, notably Wilson's plover, willet, and American oystercatcher. Shorebirds are only moderately sensitive to direct oil spill impacts, because they generally avoid oiled areas, as long as there are other clean feeding areas available.

4. SPECIALLY PROTECTED AREAS.

a. Cape Romain National Wildlife Refuge. Cape Romain is located in Charleston County, South Carolina, about 20 miles northeast of Charleston. The Refuge includes 4,000 acres of high land and over 60,000 acres of salt marshes and open water. The salt marshes are interlaced with creeks that create a score of intertidally flooded islands. Islands in the Refuge that are not completely inundated by the tides include Marsh Island, Raccoon Key, Bulls Island, and Cape Island. Bulls Island (approximately 500 acres in size) contains freshwater ponds that provide habitat for alligators and wintering areas for thousands of waterfowl. The Refuge's impoundments, marshes, and beaches are used extensively by 29 species of marsh and wading birds and a variety of waterfowl. The most numerous species is the clapper rail with peak population of about 25,000 birds. Nesting by tricolored herons, snowy egrets, great egrets, and glossy ibis occurs on several of the Refuge's islands. The islands within the Refuge serve as nesting areas for thousands of pelicans and wading and shore birds during the period from February 15 through September 15. There are several endangered or threatened species of birds that have been documented to utilize areas in the Cape Romain National Wildlife Refuge. Additionally, its beaches are used heavily by the endangered loggerhead sea turtle for nesting.

Cape Romain, U.S. Fish and Wildlife Service, together with the Santee Coastal Reserve, S.C. Wildlife and Marine Resources, the Tom Yawkey Wildlife Center, Hobcaw Barony, and University of South Carolina make up the Santee Delta-Cape Romain unit of the Carolinian-South Atlantic Biosphere Reserve. These reserves are unique protected areas dedicated to helping discover solutions to human impacts on natural systems. In this unit, long-term research, conservation, and wildlife management are primary functions.

b. Capers Island. Capers Island lies immediately south of the Cape Romain National Wildlife Refuge and is owned and protected by the State of South Carolina. It contains 850 acres of highland, 214 acres of beach, 1090 acres of salt marsh, and over 100 acres of fresh and brackish water impoundments within the island. The island provides habitat for a variety of species including white-tailed deer, raccoons, alligators, loggerhead sea turtles, and numerous birds such as herons, egrets, ibis, bitterns, waterfowl, and songbirds.

c. The Santee Coastal Reserve. The Santee Coastal Reserve is a 23,024-acre area bordering the north boundary of the Cape Romain National Wildlife Refuge and extending to the south bank of the South Santee River. Due to the presence of almost every Lowcountry ecosystem including many impoundments, the Reserve supports a wide range of flora and fauna, including vast numbers of waterfowl during the winter months, shore birds and wading birds during the spring and summer months, alligators, deer, and others.

d. The Tom Yawkey Wildlife Center. The Tom Yawkey Wildlife Center consists of 20,000 acres located just north of the Santee Coastal Reserve and is made up of North and Cat Islands and the adjacent wetlands and waterways. It, like the Santee Coastal Reserve, supports vast numbers of waterfowl during the winter and wading and shore birds during spring and

summer in its 2000 acres of impoundments. Endangered loggerhead sea turtles nest extensively on the thirteen miles of undeveloped beaches on the islands.

e. Hobcaw Barony. The Hobcaw Barony is a 17,500-acre tract of land just north of Winyah Bay at Georgetown, which is owned by the University of South Carolina and managed by the Belle W. Baruch Foundation. Highlands, beaches, saltmarshes, and freshwater habitats within the property boundaries provide habitat for a wide diversity of terrestrial, avian, and aquatic species. North Inlet, which is located in Hobcaw Barony, is among the few pristine salt marsh ecosystems on the East Coast. It is a part of the Long-Term Ecological Research (LTER) Program of the National Science Foundation (NSF).

f. State Parks. State parks in the area, include Myrtle Beach State Park, Huntington Beach State Park, and Edisto Beach State Park. While these areas are protected primarily for recreational purposes, within each is found some high and moderate sensitivity habitats.

g. County Parks. There are a number of county parks in the COTP Charleston Response Zone. The two that are located closest to the most likely spill scenario area are Folly Beach County Park and Beachwalker Park County Park. As is the case with state parks, the primary reason for protection is recreational use, but sensitive habitats are located within their boundaries.

TABLE A.IV.b.1 - **CLASSIFICATION OF SHORELINE TYPES**

HIGH SENSITIVITY

Mangroves and marshes
Sheltered tidal flats

MODERATE SENSITIVITY

Sheltered rocky shores and seawalls
Exposed tidal flats
Gravel beaches and riprap
Mixed sand and gravel beaches
Coarse-grained sand beaches
Fine-grained sand beaches

LOW SENSITIVITY

Exposed, vertical rocky shorelines
Seawalls

NOTE: This information is provided here for general reference. For specific information, refer to latest environmental sensitivity index prepared by Research Planning, Inc., dated July 1996

TABLE A.IV.B.2 - SPECIES LIST AND SEASONALITY FOR MAMMALS FOUND IN THE COTP CHARLESTON RESPONSE AREA

<u>Species Name</u>	<u>Season Present*</u>				<u>Season Calving</u>			
	SP	S	F	W	SP	S	F	W
Bottlenose dolphin	x	x	x	x				
Pygmy sperm whale	x	x	x	x				
Right whale ¹	x			x				
Manatee ¹	x	x						

*(SP=spring; S=summer; F=fall; W=winter)

¹(Endangered)

²(Threatened)

NOTE: This information is provided here for general reference. For specific information, refer to latest environmental sensitivity index prepared by Research Planning, Inc., dated July 1996

**TABLE A.IV.B.3 - SPECIES LIST AND SEASONALITY FOR REPTILES FOUND IN
THE COTP CHARLESTON RESPONSE AREA**

<u>Species Name</u>	<u>Season Present*</u>				<u>Season Nesting</u>			
	SP	S	F	W	SP	S	F	W
American alligator	x	x	x	x				
Atlantic loggerhead sea turtle ²	x	x	x		x	x		
Atlantic green sea turtle ²	x	x	x					
Kemp's (Atlantic) ridley sea turtle ¹	x	x	x					

*(SP=spring; S=summer; F=fall; W=winter)

¹(Endangered)

²(Threatened)

NOTE: This information is provided here for general reference. For specific information, refer to latest environmental sensitivity index prepared by Research Planning, Inc., dated July 1996

**TABLE A.IV.B.4 - SPECIES LIST AND SEASONALITY FOR SHELLFISH AND
CRUSTACEANS FOUND IN THE COTP CHARLESTON RESPONSE
AREA**

<u>Species Name</u>	<u>Season Present*</u>				<u>Season Spawning*</u>			
	SP	S	F	W	SP	S	F	W
Quahog	x	x	x	x	x	x		
Blue Crab	x	x	x	x	x	x	x	
Brown Shrimp	x	x	x	x			x	x
White Shrimp	x	x	x	x	x	x		
American Oyster (eastern)	x	x	x	x	x	x		

*(SP=spring; S=summer; F=fall; W=winter)

¹(Endangered)

²(Threatened)

NOTE: This information is provided here for general reference. For specific information, refer to latest environmental sensitivity index prepared by Research Planning, Inc., dated July 1996

**TABLE A.IV.B.5 - SPECIES LIST AND SEASONALITY FOR FINFISH FOUND IN THE
COTP CHARLESTON RESPONSE AREA**

<u>Species Name</u>	<u>Season Present*</u>				<u>Season Spawning*</u>			
	SP	S	F	W	SP	S	F	W
American shad	X	X	X	X				
Atlantic croaker	X	X	X	X			X	X
Atlantic sturgeon	X	X	X	X	X			
Blueback herring	X	X	X	X				
Gulf kingfish	X	X	X	X		X		
Hickory shad	X	X	X	X				
Sea trout (weakfish)	X	X	X	X		X		
Shortnose sturgeon ¹	X	X	X	X	X			
Southern kingfish (whiting)	X	X	X	X		X		
Spot	X	X	X	X			X	X
Spotted sea trout	X	X	X	X	X	X	X	
Striped bass	X	X	X	X	X			
Summer flounder	X	X	X	X				X
Black drum	X	X	X	X				
Silver perch	X	X	X	X		X		
Southern flounder	X	X	X	X				X
Striped mullet	X	X	X	X	X	X	X	
White mullet	X	X	X	X	X	X	X	
Channel catfish	X	X	X	X				
White perch	X	X	X	X				
White catfish	X	X	X	X				
Black seabass	X	X	X		X			
Bluefish		X	X	X	X			
Cobia		X	X	X		X	X	
Florida pompano	X	X	X		X			
Red drum		X	X	X	X			
Sheepshead	X	X	X					
Spanish mackerel	X	X	X					
Tarpon	X	X	X					
Bluefish		X	X	X	X			
Red drum		X	X	X	X			
Southern flounder	X	X	X	X				X
Spotted sea trout	X	X	X	X	X	X	X	
Summer flounder	X	X	X	X				

*(SP=spring; S=summer; F=fall; W=winter)

¹(Endangered)

²(Threatened)

NOTE: This information is provided here for general reference. For specific information, refer to latest environmental sensitivity index prepared by Research Planning, Inc., dated July 1996

**TABLE A.IV.B.6 - SPECIES LIST AND SEASONALITY FOR BIRDS FOUND IN THE
COTP CHARLESTON RESPONSE AREA**

<u>Species Name</u>	<u>Season Present*</u>				<u>Season Nesting</u>			
	SP	S	F	W	SP	S	F	W
<u>Diving Birds</u>								
Least tern ²	X	X	X	X		X	X	
Royal tern		X	X	X	X	X	X	
Black skimmer	X	X	X	X		X	X	
Black tern	X		X					
Caspian tern	X	X	X	X		X	X	
Common tern	X	X	X			X	X	
Forster's tern	X	X	X	X				
Sandwich tern	X	X	X			X		
<u>Shorebirds</u>								
Black-bellied plover	X		X	X				
Greater yellowlegs	X		X	X				
Killdeer		X	X	X		X		
Least sandpiper	X		X	X				
Lesser yellowlegs	X		X	X				
Ruddy turnstone	X		X	X				
Sanderling	X		X	X				
Semipalmated plover	X		X	X				
Semipalmated sandpiper	X		X	X				
Short-billed dowitcher	X		X	X				
Western sandpipe	X		X	X				
Wilson's plover	X	X	X	X	X	X		
American oystercatcher	X	X	X	X	X	X		
Willet	X	X	X	X	X	X		

*(SP=spring; S=summer; F=fall; W=winter)

¹(Endangered)

²(Threatened)

NOTE: This information is provided here for general reference. For specific information, refer to latest environmental sensitivity index prepared by Research Planning, Inc., dated July 1996

TABLE A.IV.b.6 (cont.)

<u>Species Name</u>	<u>Season Present*</u>				<u>Season Nesting</u>			
	SP	S	F	W	SP	S	F	W
<u>Wading Birds</u>								
Great blue heron			X	X				
Great egret	X	X	X	X	X	X		
Little blue heron	X	X	X	X	X	X		
Louisiana heron	X	X	X	X	X	X		
Snowy egret	X	X	X	X	X	X		
Glossy ibis	X	X	X	X	X	X		
Great white heron	X	X	X	X				
Green heron	X	X	X	X	X	X		
Little blue heron	X	X	X	X	X	X		
Tricolor heron	X	X	X	X	X	X		
Snowy egret	X	X	X	X	X	X		
Black-crowned night heron	X	X	X	X	X	X		
Cattle egret	X	X			X	X		
White ibis	X	X	X	X	X	X		
<u>Waterfowl</u>								
Pied-billed grebe	X	X	X	X				
American widgeon		X	X					
Black scoter		X	X					
Common loon		X	X					
Greater scaup		X	X					
Horned grebe		X	X					
Lesser scaup		X	X					
Red-breasted merganser		X	X					
Surf scoter		X	X					
White-winged scoter		X	X					

*(SP=spring; S=summer; F=fall; W=winter)

¹(Endangered)

²(Threatened)

NOTE: This information is provided here for general reference. For specific information, refer to latest environmental sensitivity index prepared by Research Planning, Inc., dated July 1996

ENCL i TO TAB b TO APP IV TO ANNEX A TO THE CHARLESTON O&H ACP
COASTAL AREA ENVIRONMENTAL SENSITIVITY INDEX MAPS

The attached Environmental Sensitivity Maps for Charleston Harbor are included to assist the **Environmental Unit** identify and prioritize all environmentally sensitive areas and wildlife habitats. These maps and their keys are not intended to provide information about why given areas are sensitive and warrant protection, but simply to function as a tool in making initial decisions regarding boom placement, etc.

More comprehensive data may be obtained from detailed maps showing the sensitivity of various coastal environments based on the Environmental Sensitivity Index (ESI). A complete set of ESI maps are maintained at the USCG MSO and in the offices of the SC DHEC and SC DNR. This information is also available on CD-ROM.

A57 - Flagg Creek Entrance**Map 1**

Latitude: 32° 56' 36" N

Longitude: 79° 55' 24" W

NOAA Nav Chart: 11521, 11527

ESI Map: SC 24

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)

9 - Sheltered Tidal Flats/Oyster Beds (muddy)

10A - Salt and Brackish Water Marshes

SHORELINE/HABITAT TO BE PROTECTED:

High sensitivity - salt marsh both shorelines

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds - feeding, all seasons

Wading birds - nesting, spring and summer

Bottlenose dolphin - all seasons

Estuarine finfish, crustaceans, shellfish - all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat, Sea Turtles, Brown Pelicans

PROTECTION STRATEGY:**Booming Method:** Protection**Degree of Protectability:** Medium**Strategy:** 1200' of barrier boom across mouth of creek**COLLECTION POINTS:** None**ACCESS TO AREAS:**

Vehicular:

Helicopter: ■

Boat: ■

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: Boat ramp at Back River dam**AVAILABLE RESOURCES:** see Annex F

A58 - No Name Creek (AMOCO Petroleum Facility)**Map 1**

Latitude: 32°57' 56" N

Longitude: 79° 55' 04" W

NOAA Nav Chart: 11521, 11527

ESI Map: SC 24

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)

10A - Salt and Brackish Water Marshes

10B - Freshwater Marshes

SHORELINE/HABITAT TO BE PROTECTED

High sensitivity - salt marsh both shorelines

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds - feeding, all seasons

Wading birds - nesting, spring and summer

Bottlenose dolphin - all seasons

Estuarine finfish, crustaceans, shellfish - all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat, Brown Pelican

PROTECTION STRATEGY:**Booming Method:** Protection**Degree of Protectability:** Medium

Strategy: Deploy 200' of barrier boom across mouth of creek. If conditions warrant, deploy boom several hundred yards into the creek, away from the mouth. If conditions prevent the establishment of exclusion boom, set diversion or deflection boom. Deploy absorbent boom in adjacent creeks.

COLLECTION POINTS:

AMOCO dock has boom in the water at all times, which may be used to assist in collection.

ACCESS TO AREAS:

Vehicular:

Helicopter: ■

Boat: ■

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: North Charleston. Boat ramp at Back River dam**AVAILABLE RESOURCES:** see Annex F

A59 - Back River**Map 1**

Latitude: 32°58' 06" N

Longitude: 79° 55' 48" W

NOAA Nav Chart: 11521, 11527

ESI Map: SC 24

Agency/Point of Contact/Phone	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)
BP/AMOCO	Gerald Campbell	(843) 881-5190 (wk) (843) 881-5251 (24 hr)

SHORELINE TYPE: (ESI Rank)

10A - Salt and Brackish Water Marshes

10B - Freshwater Marshes

SHORELINE/HABITAT TO BE PROTECTED:

High sensitivity - brackish marsh both shorelines

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds - feeding, all seasons

Wading birds - nesting, spring and summer

Bottlenose dolphin - all seasons

Estuarine finfish, crustaceans, shellfish - all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat, Brown Pelican

PROTECTION STRATEGY:**Booming Method:** Protection**Degree of Protectability:**

Strategy: Protect several small creeks on the South shore of Back River using 200' of barrier boom. There is no water flow through the dam. Water intake indicated is for AMOCO process water. Deploy diversion boom in a stepped pattern oriented to prevent contamination at dam and creating a collection point. Re-orient boom as product's trajectory changes.

COLLECTION POINTS: Back River dam may be used as collection point for land and water based equipment.

ACCESS TO AREAS:

Vehicular: ■

Helicopter: ■

Boat: ■

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: North Charleston. Boat ramp at Back River dam.

AVAILABLE RESOURCES: see Annex F

A61 - No Name Creek 2 (off Back River)**Map 1**

Latitude: 32 57' 54" N

Longitude: 79 55' 30" W

NOAA Nav Chart: 11527

ESI Map: SC 24

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)

10A - Salt and Brackish Water Marshes

10B - Freshwater Marshes

SHORELINE/HABITAT TO BE PROTECTED:

High sensitivity - brackish marsh both shorelines

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds - feeding, all seasons

Wading birds - nesting, spring and summer

Bottlenose dolphin - all seasons

Estuarine finfish, crustaceans, shellfish - all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat, Brown Pelican

PROTECTION STRATEGY:**Booming Method:** Protection**Degree of Protectability:** High**Strategy:** Deploy 100' of barrier boom across mouth of creek. If conditions warrant, depoly boom several hundred yards into the creek, away from the mouth.**COLLECTION POINTS:** None

ACCESS TO AREAS:

Vehicular:

Helicopter: 5

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: Boat ramp at Back River dam

AVAILABLE RESOURCES: see Annex F

A62 - Snow Point Creek**Map 1**

Latitude: 32 56' 45" N

Longitude: 79 55' 54" W

NOAA Nav Chart: 11527

ESI Map: SC 24

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)

10A - Salt and Brackish Water Marshes

10B - Freshwater Marshes

SHORELINE/HABITAT TO BE PROTECTED:

High sensitivity - brackish marsh both shorelines

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds - feeding, all seasons

Wading birds - nesting, spring and summer

Bottlenose dolphin - all seasons

Estuarine finfish, crustaceans, shellfish - all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat, Brown Pelican

PROTECTION STRATEGY:**Booming Method:** Protection**Degree of Protectability:** High

Strategy: Deploy 500' of exclusion boom across mouth of creek/marsh. If conditions warrant, deploy boom several hundred yards into the creek, away from the mouth. If conditions prevent the establishment of exclusion boom, set diversion or deflection boom. Line boom with sorbent.

COLLECTION POINTS: None

ACCESS TO AREAS:

Vehicular:

Helicopter: 5

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: North Charleston. Boat ramp at Black River dam

AVAILABLE RESOURCES: see to Annex F

A1 - Yellow House Creek**Map 2**

Latitude: 32 54' 26" N

Longitude: 79 55' 54" W

NOAA Nav Chart:

ESI Map: SC

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (803) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)**SHORELINE/HABITAT TO BE PROTECTED:**

High sensitivity - salt marsh both shorelines

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds - feeding, all seasons

Wading birds - nesting, spring and summer

Bottlenose dolphin - all seasons

Estuarine finfish, crustaceans, shellfish - all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat

PROTECTION STRATEGY:**Booming Method:****Degree of Protectability:****Strategy:** One 500' section of barrier boom across the creek and two 100' sections of deflection boom at mouth of creek as depicted on map.**COLLECTION POINTS:** None**ACCESS TO AREAS:**

Vehicular:

Helicopter: 5

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: Virginia Avenue Park boat ramp**AVAILABLE RESOURCES:** see Annex F

A2 - Clouter Creek (North)**Map 2**

Latitude: 32 54' 23"N

Longitude: 79 56' 08"W

NOAA Nav Chart:

ESI Map: SC

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)**SHORELINE/HABITAT TO BE PROTECTED:**

High sensitivity-salt marsh shoreline with some lower sensitivity shoreline because of Naval Weapons Stations operations.

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds - feeding, all seasons
Wading birds - nesting, spring and summer
Bottlenose dolphin - all seasons
Estuarine finfish, crustaceans, shellfish - all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat

PROTECTION STRATEGY:**Booming Method:****Degree of Protectability:****Strategy:**

One 500' section of barrier boom across the creek and two 100' sections of deflection boom at mouth of creek as depicted on map.

COLLECTION POINTS: None

ACCESS TO AREAS:

Vehicular:

Helicopter: 5

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS:

AVAILABLE RESOURCES: see Annex F

A2 - Clouter Creek (North)**Map 3**

Latitude: 32 54' 23"N

Longitude: 79 56' 08"W

NOAA Nav Chart:

ESI Map: SC

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)**SHORELINE/HABITAT TO BE PROTECTED:**

High sensitivity-salt marsh shoreline with some lower sensitivity shoreline because of Naval Weapons Stations operations.

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds - feeding, all seasons
Wading birds - nesting, spring and summer
Bottlenose dolphin - all seasons
Estuarine finfish, crustaceans, shellfish - all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat

PROTECTION STRATEGY:**Booming Method:****Degree of Protectability:****Strategy:**

One 500' section of barrier boom across the creek and two 100' sections of deflection boom at mouth of creek as depicted on map.

COLLECTION POINTS: None

ACCESS TO AREAS:

Vehicular:

Helicopter: 5

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS:

AVAILABLE RESOURCES: see Annex F

C4 Westvaco Industrial Intake**Map 3**

Latitude: 32 53' 39"N

Longitude: 79 57' 56"W

NOAA Nav Chart:

ESI Map: SC

Agency/Point of Contact/Phone:	Contact:	Phone No:
Westvaco	Mr. Griffith	(843) 745-3326[wk]

SHORELINE TYPE: (ESI Rank)**SHORELINE/HABITAT TO BE PROTECTED:** N/A**WILDLIFE/RESOURCES TO BE PROTECTED:** N/A**ENDANGERED SPECIES:** N/A**PROTECTION STRATEGY:****Booming Method:** **Degree of Protectability:****Strategy:**

Not a likely boom site; potential for 50' section of barrier boom as possible option

COLLECTION POINTS: None**ACCESS TO AREAS:**

Vehicular: 5

Helicopter:

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS:**Available Resources:** see Annex F

A5 - Filbin Creek**Map 3**

Latitude: 32 53' 30"N

Longitude: 79 58' 00"W

NOAA Nav Chart:

ESI Map: SC

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)**SHORELINE/HABITAT TO BE PROTECTED:**

High sensitivity-salt marsh both shorelines

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds-feeding, all seasons

Bottlenose dolphin-all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat

PROTECTION STRATEGY:**Booming Method:****Degree of Protectability:****Strategy:**

One 100' section of barrier boom across mouth of creek. One 200' section of collection boom as depicted on map

COLLECTION POINTS:

The most probable collection point would be at the mouth of the creek, both from waterside and landside; one 200' section of collection boom at Virginia Avenue boat ramp

ACCESS TO AREAS:

Vehicular: 5

Helicopter:

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: Virginia Avenue Park boat ramp**AVAILABLE RESOURCES:** see Annex F

A6 - No Name Creek (off Clouter Creek)**Map 4**

Latitude: 32 52' 30"N

Longitude: 79 56' 28"W

NOAA Nav Chart:

ESI Map: SC

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (803) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)**SHORELINE/HABITAT TO BE PROTECTED:**

High sensitivity-salt marsh and tidal flats

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds-feeding, all seasons

Bottlenose dolphin-all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat

PROTECTION STRATEGY:**Booming Method:****Degree of Protectability:****Strategy:**

One 100' section of barrier boom as depicted on map

COLLECTION POINTS:

Nearest collection point is across Cooper River at Navy Piers M, N, P, R, S, and X

ACCESS TO AREAS:

Vehicular:

Helicopter: 5

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: Virginia Avenue Park boat ramp

AVAILABLE RESOURCES: see Annex F

A7 - Beresford Creek**Map 4**

Latitude: 32 51' 48"N

Longitude: 79 56' 15"W

NOAA Nav Chart:

ESI Map: SC

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)**SHORELINE/HABITAT TO BE PROTECTED:**

High sensitivity-salt marsh and tidal flats

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds-feeding, all seasons

Bottlenose dolphin-all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat

PROTECTION STRATEGY:**Booming Method:****Degree of Protectability:****Strategy:** One 100' section of barrier boom as depicted on map**COLLECTION POINTS:**

Nearest collection point is across Cooper River at Navy Piers M, N, P, R, S, and X

ACCESS TO AREAS:

Vehicular:

Helicopter: 5

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: Virginia Avenue Park boat ramp**AVAILABLE RESOURCES:** see Annex F

A8 - Clouter Creek (South)**Map 4**

Latitude: 32 51' 24"N

Longitude: 79 56' 05"W

NOAA Nav Chart:

ESI Map: SC

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)
Charleston Naval Complex Redevelopment Authority (CNRDA)	LCDR Paul Rose	(843) 747-0010 (wk)

SHORELINE TYPE: (ESI Rank)**SHORELINE/HABITAT TO BE PROTECTED:**

High sensitivity-salt marsh shoreline with some lower sensitivity shoreline because of Naval Weapons Station operations.

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds -feeding, all seasons

Bottlenose dolphin -all seasons

Estuarine finfish, crustaceans, shellfish -all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat

PROTECTION STRATEGY:**Booming Method:****Degree of Protectability:**

Strategy: One 800' section of barrier boom across mouth of creek; two 200' sections of deflection boom as depicted on map

COLLECTION POINTS:

Nearest collection point is across Cooper River at Navy Piers M, N, P, R, S, and X with 100' sections of collection boom at each pier as depicted on map

ACCESS TO AREAS:

Vehicular:

Helicopter: 5

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: Virginia Avenue Park boat ramp

AVAILABLE RESOURCES: see Annex F

A9 - Noisette Creek**Map 4**

Latitude: 32 52' 16"N

Longitude: 79 58' 02"W

NOAA Nav Chart:

ESI Map: SC

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)
Charleston Naval Complex Redevelopment Authority	LCDR Paul Rose	(843) 747-0010 (wk)
Hess Terminal Manager	Brad Brundage	(843) 554-1581

SHORELINE TYPE: (ESI Rank)**SHORELINE/HABITAT TO BE PROTECTED:**

Limited amount of high-sensitivity salt marsh

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds -feeding, all seasons

Bottlenose dolphin -all seasons

Estuarine finfish, crustaceans, shellfish -all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat

PROTECTION STRATEGY:**Booming Method:** Protection**Degree of Protectability:****Strategy:** One 100' section of barrier boom across mouth of creek**COLLECTION POINTS:** Nearest collection point access via South Hess Terminal property. One 200' section of collection boom. Collection within creek proper if saturated

ACCESS TO AREAS:

Vehicular: 5

Helicopter: 5

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: Virginia Avenue Park boat ramp

AVAILABLE RESOURCES: see Annex F

C10 - Navy Marina**Map 5**

Latitude: 32 50' 51"N

Longitude: 79 56' 09"W

NOAA Nav Chart:

ESI Map: SC

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)
Charleston Naval Complex Redevelopment Authority	LCDR Paul Rose	(843) 747-0010 (wk)

SHORELINE TYPE: (ESI Rank)**SHORELINE/HABITAT TO BE PROTECTED:** N/A**WILDLIFE/RESOURCES TO BE PROTECTED:** N/A**ENDANGERED SPECIES:** N/A**PROTECTION STRATEGY:****Booming Method:** **Degree of Protectability:****Strategy:** Primarily an anchorage area; successful protection unlikely**COLLECTION POINTS:** Nearest collection point is just North of Shipyard Creek

ACCESS TO AREAS:

Vehicular: 5

Helicopter: 5

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: Access via South end of Naval Base. Virginia Avenue Park boat ramp

AVAILABLE RESOURCES: seeAnnex F

A11 - No Name Creek (off Cooper River)**Map 5**

Latitude: 32 49' 09"N

Longitude: 79 56' 07"W

NOAA Nav Chart:

ESI Map: SC

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)
Charleston Naval Complex Redevelopment Authority	LCDR Paul Rose	(843) 747-0010 (wk)

SHORELINE TYPE: (ESI Rank)**SHORELINE/HABITAT TO BE PROTECTED:**

High sensitivity salt marsh, both shorelines

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds - feeding, all seasons

Bottlenose dolphin - all seasons

Estuarine finfish, crustaceans, shellfish - all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat

PROTECTION STRATEGY:**Booming Method:****Degree of Protectability:****Strategy:** One 100' section of barrier boom**COLLECTION POINTS:** Nearest collection points are EXXON Pier, Navy Manned Pier (just North of Shipyard Creek entrance), and the upper part of Shipyard Creek

ACCESS TO AREAS:

Vehicular:

Helicopter: 5

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: Virginia Avenue Park boat ramp

AVAILABLE RESOURCES: see Annex F

A12 - Newmarket Creek**Map 6**

Latitude: 32 48' 26"N

Longitude: 79 56' 08"W

NOAA Nav Chart:

ESI Map: SC

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)**SHORELINE/HABITAT TO BE PROTECTED:**

High sensitivity-salt marsh and tidal flats

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds-feeding, all seasons

Bottlenose dolphin-all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat

PROTECTION STRATEGY:**Booming Method:****Degree of Protectability:****Strategy:** One 50' section of barrier boom. Tie off to wood pilings as depicted on map**COLLECTION POINTS:** If creek is saturated, then use creek itself as a natural collection point.**ACCESS TO AREAS:**

Vehicular: 5

Helicopter: 5

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS:**AVAILABLE RESOURCES:** see Annex F

A13 - Vardell Creek**Map 6**

Latitude: 32 48' 00"N

Longitude: 79 55' 50"W

NOAA Nav Chart:

ESI Map: SC

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)**SHORELINE/HABITAT TO BE PROTECTED:**

High sensitivity-salt marsh and tidal flats

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds-feeding, all seasons

Bottlenose dolphin-all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat

PROTECTION STRATEGY:**Booming Method:****Degree of Protectability:****Strategy:** One 50' section of barrier boom. Tie off to wood pilings as depicted on map**COLLECTION POINTS:** If creek is saturated, then use creek itself as a natural collection point.**ACCESS TO AREAS:**

Vehicular: 5

Helicopter:

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: Access available from landside and waterside via road or boat ramp. It is possible to stage vac-trucks at Vardell Creek and also do waterside operations.**AVAILABLE RESOURCES:** see Annex F

A14 - Storm Drains**Map 6**

Latitude: 32 47' 13"N

Longitude: 79 55' 30"W

NOAA Nav Chart:

ESI Map: SC

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)
Charleston County Public Works	Mr. Rogers	(843) 745-2207

SHORELINE TYPE: (ESI Rank)**SHORELINE/HABITAT TO BE PROTECTED:** N/A**WILDLIFE/RESOURCES TO BE PROTECTED:** N/A**ENDANGERED SPECIES:** N/A**PROTECTION STRATEGY:****Booming Method:** **Degree of Protectability:****Strategy:** Not a likely boom site. Potential for one 50' section of barrier boom.**COLLECTION POINTS:** N/A

ACCESS TO AREAS:

Vehicular: 5

Helicopter: 5

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: Access from waterside very feasible to boom if necessary, i.e. gasoline product.

AVAILABLE RESOURCES: see Annex F

A15 - Shutes Folly Island**Map 7**

Latitude: 32 56' 33"N

Longitude: 79 54' 44"W

NOAA Nav Chart:

ESI Map: SC

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)**SHORELINE/HABITAT TO BE PROTECTED:**

Currently N/A; to be developed if deemed appropriate.

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds-feeding, all seasons

Colonial waterbirds -nesting, spring and summer

Bottlenose dolphin-all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat

PROTECTION STRATEGY:**Booming Method:****Degree of Protectability:****Strategy:** Noise cannon placed on island to scare birds away.**COLLECTION POINTS:** N/A**ACCESS TO AREAS:**

Vehicular:

Helicopter: 5

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: James Island Yacht Club boat ramp**AVAILABLE RESOURCES:** see Annex F

C16 - Battery**Map 7**

Latitude: 32 46' 10"N

Longitude: 79 55' 45"W

NOAA Nav Chart:

ESI Map: SC

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)**SHORELINE/HABITAT TO BE PROTECTED:** N/A (seawall, riprap)**WILDLIFE/RESOURCES TO BE PROTECTED:** N/A**ENDANGERED SPECIES:** N/A**PROTECTION STRATEGY:** N/A**Booming Method:** **Degree of Protectability:****Strategy:****COLLECTION POINTS:** N/A

ACCESS TO AREAS:

Vehicular: 5

Helicopter: 5

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: US Coast Guard MSO and City Marina

AVAILABLE RESOURCES: see Annex F

C17 - James Island Yacht Club**Map 7**

Latitude: 32 45' 12"N

Longitude: 79 55' 06"W

NOAA Nav Chart:

ESI Map: SC

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)**SHORELINE/HABITAT TO BE PROTECTED:** N/A**WILDLIFE/RESOURCES TO BE PROTECTED:** N/A**ENDANGERED SPECIES:** N/A**PROTECTION STRATEGY:****Booming Method:** **Degree of Protectability:****Strategy:** One 300' section of collection boom**COLLECTION POINTS:** Nearest collection point is within the Yacht Club.**ACCESS TO AREAS:**

Vehicular: 5

Helicopter: 5

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: James Island Yacht Club boat ramp**AVAILABLE RESOURCES:** see Annex F

A18 - Kushiwah Creek**Map 7**

Latitude: 32 45' 08"N

Longitude: 79 55' 29"W

NOAA Nav Chart:

ESI Map: SC

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)**SHORELINE/HABITAT TO BE PROTECTED:**

High sensitivity-salt marsh and tidal flats

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds-feeding, all seasons

Bottlenose dolphin-all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat

PROTECTION STRATEGY:**Booming Method:****Degree of Protectability:****Strategy:** One 50' section of barrier boom across mouth of creek.**COLLECTION POINTS:** Nearest collection point is at the James Island Yacht Club.**ACCESS TO AREAS:**

Vehicular:

Helicopter: 5

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: James Island Yacht Club boat ramp**AVAILABLE RESOURCES:** see Annex F

A15 - Shutes Folly Island**Map 8**

Latitude: 32 56' 33"N

Longitude: 79 54' 44"W

NOAA Nav Chart:

ESI Map: SC

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)**SHORELINE/HABITAT TO BE PROTECTED:**

Currently N/A; to be developed if deemed appropriate.

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds-feeding, all seasons

Colonial waterbirds -nesting, spring and summer

Bottlenose dolphin-all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

ENDANGERED SPECIES:**Booming Method:****Degree of Protectability:****Strategy:** Possible Shortnose Sturgeon (SNS) habitat**PROTECTION STRATEGY:** Noise cannon placed on island to scare birds away.**COLLECTION POINTS:** N/A

ACCESS TO AREAS:

Vehicular:

Helicopter: 5

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: James Island Yacht Club boat ramp

AVAILABLE RESOURCES: see Annex F

B44 - Patriots Point**Map 8**

Latitude: 32 47' 23"N

Longitude: 79 54' 27"W

NOAA Nav Chart: 11521, 11524

ESI Map: SC 30

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)

8A - Sheltered man-made structures

9 - Sheltered tidal flats/oyster beds (muddy)

10A - Salt and Brackish Water Marshes

SHORELINE/HABITAT TO BE PROTECTED: **Site of popular State military museum**

Some high sensitivity salt marsh

State Maritime Museum - several moored vessels

WILDLIFE/RESOURCES TO BE PROTECTED: N/A**ENDANGERED SPECIES:** N/A**PROTECTION STRATEGY:** None**Booming Method:** Protection**Degree of Protectability:** High

Strategy: Deploy 2,000' of exclusion boom in potential high impact areas. Suggested boom length is insufficient to protect entire area; orient boom to receive maximum product impact. Re-orient boom as product's trajectory changes. Allow for watercraft traffic to pass through boomed area until product in vicinity.

COLLECTION POINTS: N/A

ACCESS TO AREAS:

Vehicular: 5

Helicopter: 5

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: Mount Pleasant, Charleston Co., SC. Boat ramp at Remley Point. Access from Coleman Blvd. (staging in marina/business parking areas possible)

AVAILABLE RESOURCES: see Annex F

C45 - Shem Creek**Map 8**

Latitude: 32 47' 21"N

Longitude: 79 53' 11"W

NOAA Nav Chart:

ESI Map: SC

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)**SHORELINE/HABITAT TO BE PROTECTED:**

Some high sensitivity salt marsh and tidal flats, upstream
Commercial docks and piers

WILDLIFE/RESOURCES TO BE PROTECTED: N/A**ENDANGERED SPECIES:** N/A**PROTECTION STRATEGY:****Booming Method:** **Degree of Protectability:****Strategy:** If protected, place barrier boom across mouth of creek.**COLLECTION POINTS:** Numerous docks in the area may provide collection areas.

ACCESS TO AREAS:

Vehicular: 5

Helicopter:

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS:

AVAILABLE RESOURCES: see Annex F

A46 - Crab Bank**Map 8**

Latitude: 32 46' 36"N

Longitude: 79 53' 02"W

NOAA Nav Chart: 11521, 11524

ESI Map: SC 30

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)

3A - Fine-grained sand beaches

4 - Medium to coarse sand beaches

7 - Exposed tidal flats (sandy)

9 - Sheltered tidal flats/oyster beds (muddy)

10A - Salt and Brackish Water Marshes

SHORELINE/HABITAT TO BE PROTECTED: High sensitivity-salt marsh and exposed tidal flats.

Sand beach

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds-feeding, all seasons

Colonial waterbirds -nesting, spring and summer

Bottlenose dolphin-all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

ENDANGERED SPECIES: Possible Shortnose Sturgeon (SNS) habitat, Sea Turtles, Brown Pelicans**PROTECTION STRATEGY:****Booming Method:** Protection**Degree of Protectability:** Low

Strategy: Deploy 3,000' of deflection boom in a chevron pattern or stepped pattern oriented to prevent contamination from making contact with potential high impact areas. Suggested boom length is insufficient to protect entire area; orient boom to receive maximum product impact. Re-orient boom as product's trajectory changes. Set up a noise cannon to frighten birds away and prevent oiling.

COLLECTION POINTS: None

ACCESS TO AREAS:

Vehicular:

Helicopter: 5

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: Northeast side of Charleston Harbor, adjacent to Mt. Pleasant, Charleston Co., SC. Boat ramp at Shem Creek Landing

AVAILABLE RESOURCES: see Annex F

C50 - Fort Johnson**Map 9**

Latitude: 32 45' 08"N

Longitude: 79 53' 58"W

NOAA Nav Chart: 11521, 11524

ESI Map: SC 30

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)

6A - Gravel (shell) beaches

6B - Exposed riprap structures

8A - Sheltered man-made structures

SHORELINE/HABITAT TO BE PROTECTED: Bulkhead/riprap**WILDLIFE/RESOURCES TO BE PROTECTED:** None**ENDANGERED SPECIES:** None**PROTECTION STRATEGY:****Booming Method:** Protection**Degree of Protectability:** Medium

Strategy: Deploy 300' of exclusion across mouth of boat basin. Line boom with sorbent. Place double layer of boom. Protect/close salt water intakes on property; boom if possible.

COLLECTION POINTS: Small boat basin can be used as collection point (200' boom)

ACCESS TO AREAS:

Vehicular: 5

Helicopter:

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: Southwest end of James Island, Charleston Co., SC. SCDNR, USF&WS, NMFS and NOAA facility.

AVAILABLE RESOURCES: see Annex F

B51 - Fort Sumter (National Park Service)**Map 9**

Latitude: 32 45' 06"N

Longitude: 79 52' 30"W

NOAA Nav Chart: 11521, 11524

ESI Map: SC 30, 31

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)
US National Park Service	John Tucker Ann Childress Ernest K. Ralston	(843) 883-3123 (wk) (843) 849-7830 (hm) (888) 614-0672 (24 hr)

SHORELINE TYPE: (ESI Rank)

6A - Gravel (shell) beaches

6B - Exposed rip-rap structures

SHORELINE/HABITAT TO BE PROTECTED: ****National Historic Monument**** Riprap**WILDLIFE/RESOURCES TO BE PROTECTED:** ****Cultural Resource******ENDANGERED SPECIES:** None**PROTECTION STRATEGY:****Booming Method:** Protection**Degree of Protectability:** Low

Strategy: Deploy 1,500' of deflection boom in a stepped pattern oriented to prevent contamination from making contact. Suggested boom length is insufficient to protect entire area; orient boom to receive maximum product impact. Re-orient boom as product's trajectory changes. This area experiences strong tidal currents.

COLLECTION POINTS: N/A

ACCESS TO AREAS:

Vehicular:

Helicopter: 5

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: West of Fort Johnson (Southeast section of Charleston Harbor), Charleston, SC

Available Resources: see Annex F

A52 - Cummings Point**Map 9**

Latitude: 32 44' 34"N

Longitude: 79 52' 36"W

NOAA Nav Chart: 11521, 11523

ESI Map: SC 37

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)

3A - Fine-grained sand beaches

7 - Exposed tidal flats (sandy)

10A - Salt and Brackish Water Marshes

SHORELINE/HABITAT TO BE PROTECTED: High sensitivity salt marsh and tidal flats. Sand beach**WILDLIFE/RESOURCES TO BE PROTECTED:**

Ospreys, diving birds, shorebirds, wading birds-feeding, all seasons

Bottlenose dolphin-all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

ENDANGERED SPECIES: Possible Shortnose Sturgeon (SNS) habitat; Atlantic Loggerhead Turtle, Brown Pelicans**PROTECTION STRATEGY:****Booming Method:** Protection**Degree of Protectability:** Very Low

Strategy: Deploy 3,000' of deflection boom from Cummings Point to closest land across bay entrance (if possible) in a stepped pattern oriented to prevent contamination from making contact with potential high impact areas. Suggested boom length is insufficient to protect entire area; orient boom to receive maximum product impact. This area experiences strong tidal currents. Strengthen absorbent boom with wire fencing, or similar method. If conditions prevent the establishment of exclusion boom, set diversion or deflection boom at the entrance to bay behind Cummings Point.

COLLECTION POINTS: None**ACCESS TO AREAS:**

Vehicular:

Helicopter: 5

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: James Island, south side of entrance to Charleston Harbor, northern tip of Morris Island, Charleston, Co., SC. James Island Yacht Club boat ramp, City Marina boat ramp, boat lift at Fort Johnson

AVAILABLE RESOURCES: see Annex F

A53 - Parrot Point Creek**Map 9**

Latitude: 32 44' 15"N

Longitude: 79 53' 30"W

NOAA Nav Chart: 11521, 11522

ESI Map: SC 37

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)

7 - Exposed tidal flats (sandy)

9 - Sheltered tidal flats/oyster beds (muddy)

10A - Salt and Brackish Water Marshes

SHORELINE/HABITAT TO BE PROTECTED:

High sensitivity salt marsh and tidal flats

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds-feeding, all seasons

Bottlenose dolphin-all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat, Sea Turtles, Brown Pelicans

PROTECTION STRATEGY:**Booming Method:** Protection**Degree of Protectability:** Medium**Strategy:** Deploy 200' of exclusion boom across mouth of creek. If conditions warrant, deploy boom several hundred yards into the creek, away from the mouth.**COLLECTION POINTS:** None**ACCESS TO AREAS:**

Vehicular:

Helicopter: 5

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: James Island, Charleston Co., SC. James Island Yacht Club boat ramp, City Marina boat ramp, boat lift at Fort Johnson**AVAILABLE RESOURCES:** see Appendix I to Annex F

A54 - Schooner Creek**Map 9**

Latitude: 32 43' 44"N

Longitude: 79 53' 30"W

NOAA Nav Chart: 11521, 11522

ESI Map: SC 37

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)

7 - Exposed tidal flats (sandy)

10A - Salt and Brackish Water Marshes

SHORELINE/HABITAT TO BE PROTECTED:

High sensitivity salt marsh and tidal flats

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds-feeding, all seasons

Bottlenose dolphin-all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat, Sea Turtles, Brown Pelicans

PROTECTION STRATEGY:**Booming Method:** Protection**Degree of Protectability:** Low**Strategy:** Deploy 800' of exclusion boom across mouth of creek. If conditions warrant, deploy boom several hundred yards into creek away from the mouth.**COLLECTION POINTS:** None

ACCESS TO AREAS:

Vehicular:

Helicopter: 5

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: James Island, Charleston Co., SC. James Island Yacht Club boat ramp, City Marina boat ramp, boat lift at Fort Johnson

AVAILABLE RESOURCES: see Annex F

A55 - Bass Creek**Map 9**

Latitude: 32 43' 40"N

Longitude: 79 52' 58"W

NOAA Nav Chart: 11521, 11522

ESI Map: SC 37

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)

7 - Exposed tidal flats (sandy)

9 - Sheltered tidal flats/oyster beds (muddy)

10A - Salt and Brackish Water Marshes

SHORELINE/HABITAT TO BE PROTECTED:

High sensitivity salt marsh and tidal flats

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds-feeding, all seasons

Bottlenose dolphin-all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat, Sea Turtles, Brown Pelicans

PROTECTION STRATEGY:**Booming Method:** Protection**Degree of Protectability:** Medium**Strategy:** Deploy 200' of exclusion boom across mouth of creek. If conditions warrant, deploy boom several hundred yards into the creek, away from the mouth.**COLLECTION POINTS:** None**ACCESS TO AREAS:**

Vehicular:

Helicopter: 5

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: James Island, Charleston Co., SC. James Island Yacht Club boat ramp, City Marina boat ramp, boat lift at Fort Johnson**AVAILABLE RESOURCES:** see Annex F

A47 - AICWW Entrance**Map 10**

Mount Pleasant/Sullivan's Island (East) - Charleston Co., SC

Latitude: 32 46' 07"N

Longitude: 79 51' 02"W

NOAA Nav Chart: 11524, 11521, 11518

ESI Map: SC 31

Trustee Agency/Manager:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)

6A - Gravel (shell) Beaches

7 - Exposed Flats

9 - Sheltered Tidal Flats/Oyster Beds (muddy)

10A - Salt and Brackish Water Marshes

SHORELINE/HABITAT TO BE PROTECTED: High sensitivity-salt marsh and tidal flats**WILDLIFE/RESOURCES TO BE PROTECTED:**

Ospreys, diving birds, shorebirds, wading birds-feeding, all seasons

Bottlenose dolphin-all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

ENDANGERED SPECIES: Possible Shortnose Sturgeon (SNS) habitat, Sea Turtles, Brown Pelicans**PROTECTION STRATEGY:****Booming Method:** Deflect**Degree of Protectability:** Low

Strategy: Utilize open water containment strategies; VOSS, skimmers, water barriers, etc. Deploy 2000' of diversion boom in a stepped pattern oriented to direct oil to Fort Moultrie Dock or boat ramp. Establish collection point at apex of boom. Re-orient boom as product's trajectory changes. Allow for watercraft traffic to pass through boomed area until product is in vicinity.

COLLECTION POINTS: Nearest collection point is Fort Moultrie Dock

ACCESS TO AREAS:

Vehicular:

Helicopter:

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: Mt. Pleasant/Sullivan's Island-East End. Fort Moultrie

AVAILABLE RESOURCES: see to Annex F

C48 - Tolers Cove Marina**Map 10**

Latitude: 32 47' 21"N

Longitude: 79 53' 11"W

NOAA Nav Chart: 11521, 11524

ESI Map: SC 31

Trustee Agency/Manager:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)

8A - Sheltered, solid man-made structure

SHORELINE/HABITAT TO BE PROTECTED: Private Marina**WILDLIFE/RESOURCES TO BE PROTECTED:****ENDANGERED SPECIES:****PROTECTION STRATEGY:****Booming Method:** Protection**Degree of Protectability:** High**Strategy:** Deploy 600' of sorbent boom at mouth of marina . Allow for watercraft traffic to pass through boomed area until product reaches area.**COLLECTION POINTS:** None

ACCESS TO AREAS:

Vehicular: 5

Helicopter:

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: Mount Pleasant at Ben Sawyer Bridge, Charleston, SC. Private Marina.

AVAILABLE RESOURCES: see Annex F

B49 - Fort Moultrie (National Park Service) Map 10

Latitude: 32 45' 36"N

Longitude: 79 51' 12"W

NOAA Nav Chart: 11521, 11518

ESI Map: SC 31

Trustee Agency/Manager:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)
US National Park Service	John Tucker Ann Childress Ernest K. Ralston	(843) 883-3123 (wk) (843) 883-3123 (wk) (888) 614-0672 (24 hr)

SHORELINE TYPE: (ESI Rank)

7 - Exposed Tidal Flats

10A - Salt and Brackish Water Marshes

SHORELINE/HABITAT TO BE PROTECTED:

High sensitivity salt marsh and tidal flats

WILDLIFE/RESOURCES TO BE PROTECTED: None**ENDANGERED SPECIES:** None

PROTECTION STRATEGY: No protection possible for Fort on harbor side of island; no protection required for boat dock on ICW side of island. Utilize open water containment and collection strategies well off shore. This location experiences dangerous currents and/or surf.

COLLECTION POINTS: Boat ramp may be used as collection point for AICWW Entrance (site A47) using 200' collection boom.

ACCESS TO AREAS:

Vehicular: 5

Helicopter:

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: Sullivan's Island, South End, Charleston CO.

AVAILABLE RESOURCES: See Annex F

A23 - Horlbeck Creek**Map 13**

Latitude: 32°52' 41"N

Longitude: 79° 50' 39"W

NOAA Nav Chart: 11521, 11524

ESI Map: SC 24

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)

9 - Sheltered Tidal Flats/Oyster Beds (muddy)

10A - Salt and Brackish Water Marshes

SHORELINE/HABITAT TO BE PROTECTED:

High sensitivity-salt marsh and tidal flats

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds-feeding, all seasons

Bottlenose dolphin-all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

Terrestrial mammals and waterfowl

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat, Sea Turtles, Brown Pelicans

PROTECTION STRATEGY:**Booming Method:** Protection**Degree of Protectability:** Low to Medium

Strategy: Deploy 600' of exclusion boom between the island near the mouth of the creek and the South shore. Deploy 100' of exclusion boom between the island and the North shore. If conditions warrant, deploy several hundred yards of boom into the creek, away from the mouth.

COLLECTION POINTS: None**ACCESS TO AREAS:**

Vehicular:

Helicopter: ■

Boat: ■

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: West Bank tributary of Wando River, Charleston Co. South of Highway 41 bridge. Cainhoy, SC

AVAILABLE RESOURCES: see Annex F

A24 - Foster Creek**Map 13**

Latitude: 32 51' 54"N

Longitude: 79 51' 41"W

NOAA Nav Chart: 11521, 11524

ESI Map: SC 31

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)

9 - Sheltered Tidal Flats/Oyster Beds (muddy)

SHORELINE/HABITAT TO BE PROTECTED:

High sensitivity-salt marsh and tidal flats

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds-feeding, all seasons

Bottlenose dolphin-all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

Wading birds - nesting grounds

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat, Sea Turtles, Brown Pelicans

PROTECTION STRATEGY:**Booming Method:** Protection**Degree of Protectability:** Low to Medium**Strategy:** Deploy 600' of exclusion boom across creek near the mouth.**COLLECTION POINTS:** None

ACCESS TO AREAS:

Vehicular:

Helicopter: ■

Boat: ■

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: West Bank tributary of Wando River, just south of Horlbeck Creek, Charleston, Co.

AVAILABLE RESOURCES: see Annex F

A19 - Nowell Creek**Map 14**

Latitude: 32° 52' 39"N

Longitude: 79° 52' 30"W

NOAA Nav Chart: 11521

ESI Map: SC

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)**SHORELINE/HABITAT TO BE PROTECTED:**

High sensitivity-salt marsh and tidal flats

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds-feeding, all seasons

Bottlenose dolphin-all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat

PROTECTION STRATEGY:**Booming Method:****Degree of Protectability:****Strategy:**

600' of barrier boom as close to the mouth as possible

COLLECTION POINTS: None

ACCESS TO AREAS:

Vehicular:

Helicopter: ■

Boat: ■

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS:

AVAILABLE RESOURCES: see Annex F

A20 - No Name Creek (off Nowell Creek)**Map 14**

Latitude: 32 52' 59"N

Longitude: 79 52' 28"W

NOAA Nav Chart: 11521, 11524

ESI Map: SC 24

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr)
SC Department of Natural Resources	Priscilla Wendt	(803) 896-4111 (wk) (800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)

10A - Salt and Brackish Water Marshes

SHORELINE/HABITAT TO BE PROTECTED:

High sensitivity-salt marsh and tidal flats

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds-feeding, all seasons

Bottlenose dolphin-all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat, Brown Pelican, Sea Turtles

PROTECTION STRATEGY:**Booming Method:** Protection**Degree of Protectability:** High**Strategy:** Deploy 200' of barrier boom across mouth of creek if protection of Nowell Creek is ineffective. If conditions warrant, deploy boom several hundred yards into the creek, away from the mouth.**COLLECTION POINTS:** None**ACCESS TO AREAS:**

Vehicular:

Helicopter: 5

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS:**AVAILABLE RESOURCES:** see Annex F

A21 - Hopewell Creek**Map 14**

Latitude: 32 53' 53"N

Longitude: 79 52' 52"W

NOAA Nav Chart: 11521, 11524

ESI Map: SC 24, 25

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 935-6323 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)

3 - Fine-grained Sand Beaches

10A - Salt and Brackish Water Marshes

SHORELINE/HABITAT TO BE PROTECTED:

High sensitivity-salt marsh and tidal flats and fine-grained sand beaches

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds-feeding, all seasons

Bottlenose dolphin-all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat, Sea Turtles, Brown Pelicans

PROTECTION STRATEGY:**Booming Method:** Protection**Degree of Protectability:** Medium to High**Strategy:** Deploy 200' of exclusion boom across mouth of creek if protection at mouth of Nowell Creek is not effective. If conditions warrant, deploy boom several hundred yards into the creek, away from the mouth.**COLLECTION POINTS:** None

ACCESS TO AREAS:

Vehicular:

Helicopter: 5

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: West Bank tributary of Nowell Creek, Cainhoy, SC.

AVAILABLE RESOURCES: see Annex F

A22 - Martin Creek**Map 14**

Latitude: 32°54' 02"N

Longitude: 79° 53' 28"W

NOAA Nav Chart: 11521, 11524

ESI Map: SC 24

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)

10A - Salt and Brackish Water Marshes

SHORELINE/HABITAT TO BE PROTECTED:

High sensitivity-salt marsh and tidal flats

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds-feeding, all seasons

Bottlenose dolphin-all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat, Brown Pelican, Sea Turtles

PROTECTION STRATEGY:**Booming Method:** Protection**Degree of Protectability:** High**Strategy:** Deploy 200' of barrier boom across mouth of creek if protection of Nowell Creek is ineffective. If conditions warrant, deploy boom several hundred yards into the creek, away from the mouth.**COLLECTION POINTS:** None

ACCESS TO AREAS:

Vehicular:

Helicopter: ■

Boat: ■

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: West Bank tributary of Nowell Creek, Cainhoy, Berkeley Co., SC

AVAILABLE RESOURCES: see Annex F

A25 - Ralston Creek**Map 16**

Latitude: 32° 52' 01"N

Longitude: 79° 53' 34"W

NOAA Nav Chart: 11521, 11527

ESI Map: SC 30

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)

10A - Salt and Brackish Water Marshes

3 - Fine-grained sand beaches

SHORELINE/HABITAT TO BE PROTECTED:

High sensitivity-salt marsh and tidal flats, sand beaches

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds-feeding, all seasons

Bottlenose dolphin-all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat, Brown Pelican, Sea Turtles

PROTECTION STRATEGY:**Booming Method:** Protection**Degree of Protectability:** Low to Medium**Strategy:** Deploy 200' of exclusion boom across mouth of creek. If conditions warrant, deploy boom several hundred yards into the creek, away from the mouth.**COLLECTION POINTS:** None

ACCESS TO AREAS:

Vehicular:

Helicopter: ■

Boat: ■

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: East Bank tributary of Wando River, Cainhoy, Berkely Co., SC

AVAILABLE RESOURCES: see Annex F

A26 - Rathall Creek**Map 16**

Latitude: 32°51' 36"N

Longitude: 79°53' 21"W

NOAA Nav Chart: 11521, 11524

ESI Map: SC 30

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)

10A - Salt and Brackish Water Marshes

3 - Fine-grained sand beaches

SHORELINE/HABITAT TO BE PROTECTED:

High sensitivity-salt marsh and tidal flats, sand beaches

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds-feeding/nesting, all seasons

Bottlenose dolphin-all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

Terrestrial mammals

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat, Brown Pelican, Sea Turtles

PROTECTION STRATEGY:**Booming Method:** Protection**Degree of Protectability:** Low to Medium**Strategy:** Deploy 300' of exclusion boom across mouth of creek. If conditions warrant, deploy boom several hundred yards into the creek, away from the mouth.**COLLECTION POINTS:** None**ACCESS TO AREAS:**

Vehicular:

Helicopter: ■

Boat: ■

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: West Bank tributary of Wando River, North of I-26 Bridge, Charleston Co., SC**AVAILABLE RESOURCES:** see Appendix I to Annex F

A27 - Hobcaw Creek

Map 17

Latitude: 32 49' 33"N

Longitude: 79 53' 36"W

NOAA Nav Chart: 11521, 11524

ESI Map: SC 30

<u>Agency/Point of Contact/Phone:</u>	<u>Contact:</u>	<u>Phone No:</u>
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (803) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)

10A - Salt and Brackish Water Marshes

3 - Fine-grained sand beaches

9 - Sheltered tidal flats/oyster beds (muddy)

Man-made structures

SHORELINE/HABITAT TO BE PROTECTED: **Historical Site**

High sensitivity-salt marsh and tidal flats

Many private docks

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds-feeding/nesting, all seasons

Bottlenose dolphin-all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat, Sea Turtles

PROTECTION STRATEGY:

Booming Method: Protection

Degree of Protectability: Low to Medium

Strategy: Deploy 400' of exclusion boom across mouth of creek. Alternatively, deploy 900' of exclusion boom from Wando Terminal boat dock to Buoy #6 and 1800' from Buoy #6 to Hobcaw Point. If conditions warrant, deploy boom several hundred yards into the creek, away from the mouth. Allow for watercraft to pass through boomed area until product is in vicinity.

COLLECTION POINTS: None

ACCESS TO AREAS:

Vehicular:

Helicopter: 5

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: West Bank tributary of Wando River, just south of Wando Terminal, Mt. Pleasant, Charleston Co., SC

AVAILABLE RESOURCES: see Annex F

A28 - Molasses Creek**Map 17**

Latitude: 32°49' 02"N

Longitude: 79° 54' 06"W

NOAA Nav Chart: 11521, 11524

ESI Map: SC 30

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)

10A - Salt and Brackish Water Marshes

6B - Exposed rip-rap structures

SHORELINE/HABITAT TO BE PROTECTED:

High sensitivity-salt marsh and tidal flats

Many private docks

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds-feeding, all seasons

Bottlenose dolphin-all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat

PROTECTION STRATEGY:**Booming Method:** Protection**Degree of Protectability:** Medium**Strategy:** Deploy 200' of exclusion boom across mouth of creek. If conditions warrant, deploy boom several hundred yards into the creek, away from the mouth. 200' of barrier boom across creek near mouth**COLLECTION POINTS:** None**ACCESS TO AREAS:**

Vehicular:

Helicopter: ■

Boat: ■

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: West Bank tributary of Wando River, just north of Remley Point and south of Wando Terminal, Mt. Pleasant, Charleston Co., SC**AVAILABLE RESOURCES:** see Annex F

B29 - Drayton Hall**Map 18**

Latitude: 32° 52' 14"N

Longitude: 80° 04' 11"W

NOAA Nav Chart: 11521

ESI Map: SC 29

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE/HABITAT TO BE PROTECTED: N/A**WILDLIFE/RESOURCES TO BE PROTECTED:** N/A**ENDANGERED SPECIES:** N/A**PROTECTION STRATEGY:** ** Historic Site **.**COLLECTION POINTS:** None

ACCESS TO AREAS:

Vehicular: ■

Helicopter:

Boat: ■

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: Access from Highway 61, West Ashley; on west bank of Ashley River. Private boat ramp in Drayton on the Ashley subdivision.

AVAILABLE RESOURCES: see Annex F

A30 - Church Creek Map 18

Latitude: 32° 50' 24"N

Longitude: 80° 02' 14"W

NOAA Nav Chart: 11521

ESI Map: SC 29

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)

10A - Salt and Brackish Water Marshes

SHORELINE/HABITAT TO BE PROTECTED:

High sensitivity-salt marsh

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds-feeding, all seasons

Bottlenose dolphin-all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat, Sea Turtles, Brown Pelicans

PROTECTION STRATEGY:

100' of barrier boom across mouth of creek

COLLECTION POINTS: None

ACCESS TO AREAS:

Vehicle:

Helicopter: ■

Boat: ■

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: Pierpont, East Bank tributary to Ashley River, Charleston Co. SC. SR 61 Bridge crosses creek 0.75 miles upstream from creek mouth; private boat ramp in Drayton subdivision just North of railroad bridge; public boat ramp across Ashley River in Wando Woods subdivision (Flynn Street).

AVAILABLE RESOURCES: see Annex F

A31 - Bulls Creek**Map 19**

Latitude: 32 49' 35"N

Longitude: 80 01' 11"W

NOAA Nav Chart: 11521, 11524

ESI Map: SC 29

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (803) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)

9 - Sheltered tidal flats/oyster beds (muddy)

10A - Salt and Brackish Water Marshes

SHORELINE/HABITAT TO BE PROTECTED: ****Historic Site****

High sensitivity-salt marsh

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds-feeding, all seasons

Bottlenose dolphin-all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat, Sea Turtles, Brown Pelicans

PROTECTION STRATEGY:**Booming Method:** Protection**Degree of Protectability:**

Strategy: Deploy 200' of barrier boom across mouth of creek. If conditions warrant, deploy boom several hundred yards into the creek, away from the mouth. If conditions prevent the establishment of exclusion boom, set diversion or deflection boom. Deploy absorbent boom in adjacent creeks.

COLLECTION POINTS: None**ACCESS TO AREAS:**

Vehicular:

Helicopter: 5

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: West Bank tributary of Ashley River, Ashley Hall area, south of I-526 bridge, Charleston Co., SC. County Park Boat Landings (Duncan's Marina, Pierpont Boat Landing)

AVAILABLE RESOURCES: see Annex F

A32 - No Name Creek (off Ashley River)**Map 19**

Latitude: 32°49' 24"N

Longitude: 80° 01' 01"W

NOAA Nav Chart: 11521, 11524

ESI Map: SC 29

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)

10A - Salt and Brackish Water Marshes

SHORELINE/HABITAT TO BE PROTECTED:

High sensitivity-salt marsh

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds-feeding, all seasons

Bottlenose dolphin-all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat, Sea Turtles, Brown Pelicans

PROTECTION STRATEGY:**Booming Method:** Protection**Degree of Protectability:**

Strategy: Deploy 100' of barrier boom across mouth of creek. If conditions warrant, deploy boom several hundred yards into the creek, away from the mouth. If conditions prevent the establishment of exclusion boom, set diversion or deflection boom. Deploy absorbent boom in adjacent creeks.

COLLECTION POINTS: None**ACCESS TO AREAS:**

Vehicular:

Helicopter: ■

Boat: ■

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: West Bank tributary of Ashley River, Ashley Hall area, south of I-526 bridge, Charleston Co., SC. County Park Boat Landings (Duncan's Marina, Pierpont Boat Landing)

AVAILABLE RESOURCES: see Annex F

A33 - Brickyard Creek**Map 19**

Latitude: 32° 50' 05"N

Longitude: 80°00' 18"W

NOAA Nav Chart: 11521, 11524

ESI Map: SC 29

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)

9 - Sheltered tidal flats/oyster beds (muddy)

10A - Salt and Brackish Water Marshes

SHORELINE/HABITAT TO BE PROTECTED:

High sensitivity-salt marsh

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds-feeding, all seasons

Bottlenose dolphin-all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat, Sea Turtles, Brown Pelicans

PROTECTION STRATEGY:**Booming Method:** Protection**Degree of Protectability:**

Strategy: Deploy 500' of barrier boom across mouth of creek. If conditions warrant, deploy boom several hundred yards into the creek, away from the mouth. If conditions prevent the establishment of exclusion boom, set diversion or deflection boom. Deploy absorbent boom in adjacent creeks.

COLLECTION POINTS: None**ACCESS TO AREAS:**

Vehicular:

Helicopter: ■

Boat: ■

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: North Charleston tributary of Ashley River, Charleston, Co., SC. County Park Boat Landings (Duncan's Marina, Pierpont Boat Landing)

AVAILABLE RESOURCES: see Annex F

A34 - Orangegrove Creek**Map 21**

Latitude: 32 47' 58"N

Longitude: 79 58' 36"W

NOAA Nav Chart: 11521, 11524

ESI Map: SC 30

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (803) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)

10A - Salt and Brackish Water Marshes

SHORELINE/HABITAT TO BE PROTECTED:

High sensitivity-salt marsh

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds-feeding, all seasons

Bottlenose dolphin-all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat, Sea Turtles, Brown Pelicans

PROTECTION STRATEGY:**Booming Method:** Protection**Degree of Protectability:****Strategy:** Deploy 700' of barrier boom across mouth of creek. If conditions warrant, deploy boom several hundred yards into the creek, away from the mouth. If conditions prevent the establishment of exclusion boom, set diversion or deflection boom.**COLLECTION POINTS:**

Nearest collection points are at Citadel Boat Basin and at former railroad trestle across Ashley River.

ACCESS TO AREAS:

Vehicular:

Helicopter: 5

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: St. Andrewa Paarish, near Charlestowne Landing, East Bank tributary of Ashley River, Charleston, Co., SC.**AVAILABLE RESOURCES:** see Annex F

A35 Oldtown Creek**Map 21**

Latitude: 32 47' 55"N

Longitude: 79 58' 39"W

NOAA Nav Chart: 11521, 11524

ESI Map: SC 30

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)

10A - Salt and Brackish Water Marshes

SHORELINE/HABITAT TO BE PROTECTED:

High sensitivity-salt marsh

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds-feeding, all seasons

Bottlenose dolphin-all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat, Sea Turtles, Brown Pelicans

PROTECTION STRATEGY:**Booming Method:** Protection**Degree of Protectability:****Strategy:** Deploy 100' of barrier boom across mouth of creek. If conditions warrant, deploy boom several hundred yards into the creek, away from the mouth. If conditions prevent the establishment of exclusion boom, set diversion or deflection boom.**COLLECTION POINTS:**

Nearest collection points are at Citadel Boat Basin and at former railroad trestle across Ashley River.

ACCESS TO AREAS:

Vehicular:

Helicopter: 5

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: St. Andrewa Parish, near Charlestowne Landing, East Bank tributary of Ashley River, Charleston, Co., SC.**AVAILABLE RESOURCES:** see Annex F

A36 - Wappoo Creek, Ashley River**Map 22**

Latitude: 32 46' 11"N

Longitude: 79 57' 29"W

NOAA Nav Chart: 11521, 11524

ESI Map: SC 30

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (803) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)

6B - Exposed rip-rap

8A - Sheltered man-made structures

9 - Sheltered tidal flats/oyster beds (muddy)

10A - Salt and Brackish Water Marshes

SHORELINE/HABITAT TO BE PROTECTED:

High sensitivity-salt marsh and tidal flats

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds-feeding, all seasons

Bottlenose dolphin-all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat, Sea Turtles, Brown Pelicans

PROTECTION STRATEGY:**Booming Method:** Deflection**Degree of Protectability:**

Strategy: Deploy multiple 500' sections of deflection boom on North side of creek in a stepped pattern oriented to prevent contamination from making contact with shore. Re-orient boom as product's trajectory changes. Allow for watercraft traffic to pass through boomed area until product is in vicinity. This area experiences strong tidal currents.

COLLECTION POINTS:

Boat landing on North side of creek, underneath Wappoo Cut Bridge

ACCESS TO AREAS:

Vehicular: 5

Helicopter:

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: West Ashley/James Island, Charleston Co., SC. Boat ramp at Riverland Terrace Fire Station; boat ramp at Wappoo Cut Bridge; boat ramp at Ripley Light Marina.

AVAILABLE RESOURCES: see Annex F

A38 - Dill Creek**Map 22**

Latitude: 32 45' 45"N

Longitude: 79 57' 02"W

NOAA Nav Chart: 11518, 11521, 11524

ESI Map: SC 30

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (803) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)

10A - Salt and Brackish Water Marshes

SHORELINE/HABITAT TO BE PROTECTED:

High sensitivity-salt marsh

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds-feeding, all seasons

Bottlenose dolphin-all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat, Sea Turtles, Brown Pelicans

PROTECTION STRATEGY:**Booming Method:** Deflection**Degree of Protectability:** High**Strategy:** Deploy 100' of exclusion boom on across mouth of creek. If conditions warrant, deploy boom several hundred yards into the creek, away from the mouth.**COLLECTION POINTS:** None**ACCESS TO AREAS:**

Vehicular:

Helicopter: 5

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: James Island (NE), Charleston Co., SC. Boat ramp at Riverland Terrace Fire Station; boat ramp at Wappoo Cut Bridge; boat ramp at Ripley Light Marina.**AVAILABLE RESOURCES:** see Annex F

C39 - Ripley Light Marina**Map 22**

Latitude: 32 46' 39"N

Longitude: 79 57' 39"W

NOAA Nav Chart:

ESI Map: SC

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)**SHORELINE/HABITAT TO BE PROTECTED:** Marina**WILDLIFE/RESOURCES TO BE PROTECTED:** N/A**ENDANGERED SPECIES:** N/A**PROTECTION STRATEGY:****Booming Method:** Protection/deflection**Degree of Protectability:** Good**Strategy:** 200' of collection boom at marina entrance**COLLECTION POINTS:** None

ACCESS TO AREAS:

Vehicular: 5

Helicopter:

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: Boat ramp at marina (onto Albemarle off Folly, then left on Ashley Drive)

AVAILABLE RESOURCES: see Annex F

C40 Ashley Marina**Map 22**

Latitude: 32 46' 57"N

Longitude: 79 57' 25"W

NOAA Nav Chart:

ESI Map: SC

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)**SHORELINE/HABITAT TO BE PROTECTED:** Marina**WILDLIFE/RESOURCES TO BE PROTECTED:** N/A**ENDANGERED SPECIES:** N/A**PROTECTION STRATEGY:** None**Booming Method:** **Degree of Protectability:**
Strategy:**COLLECTION POINTS:**

Nearest collection point at City Marina

ACCESS TO AREAS:

Vehicular: 5

Helicopter:

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: Boat ramp at City Marina. Access from Lockwood Ave (staging in parking area possible)

AVAILABLE RESOURCES: see Annex F

C41 - City Marina**Map 22**

Latitude: 32 46' 48"N

Longitude: 79 57' 11"W

NOAA Nav Chart:

ESI Map: SC

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)**SHORELINE/HABITAT TO BE PROTECTED:** Marina**WILDLIFE/RESOURCES TO BE PROTECTED:** N/A**ENDANGERED SPECIES:** N/A**PROTECTION STRATEGY:** None**Booming Method:** **Degree of Protectability:**
Strategy:**COLLECTION POINTS:**

400' of collection boom at marina opening to direct oil into marina

ACCESS TO AREAS:

Vehicular: 5

Helicopter:

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: Boat ramp at City Marina. Access from Lockwood Ave (staging in marina/business parking areas possible)

AVAILABLE RESOURCES: see Annex F

A42 - Plum Island Creek**Map 22**

Latitude: 32 45' 38"N

Longitude: 79 56 48"W

NOAA Nav Chart: 11521, 11524

ESI Map: SC 30

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)

10A - Salt and Brackish Water Marshes

SHORELINE/HABITAT TO BE PROTECTED:

High sensitivity-salt marsh

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds-feeding, all seasons

Bottlenose dolphin-all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat, Sea Turtles, Brown Pelicans

PROTECTION STRATEGY:**Booming Method:** Protection**Degree of Protectability:** High**Strategy:** Deploy 100' of exclusion boom on across mouth of creek. If conditions warrant, deploy boom several hundred yards into the creek, away from the mouth.**COLLECTION POINTS:** None**ACCESS TO AREAS:**

Vehicular:

Helicopter: 5

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: West Bank of Ashley River, between James Island Yacht Club and Wappoo Creek Entrance, Charleston Co., SC. Boat ramp at Riverland Terrace Fire Station; boat ramp at Wappoo Cut Bridge; boat ramps at City Marina and Ripely Light Marina.**AVAILABLE RESOURCES:** see Annex F

A43 - James Island Creek**Map 22**

Latitude: 32 45' 28"N

Longitude: 79 56 39"W

NOAA Nav Chart: 11521, 11524

ESI Map: SC 30

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)

10A - Salt and Brackish Water Marshes

SHORELINE/HABITAT TO BE PROTECTED:

High sensitivity-salt marsh

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds-feeding, all seasons

Bottlenose dolphin-all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat, Sea Turtles, Brown Pelicans

PROTECTION STRATEGY:**Booming Method:** Protection**Degree of Protectability:** Medium**Strategy:** Deploy 500' of exclusion boom on across mouth of creek. If conditions warrant, deploy boom several hundred yards into the creek, away from the mouth. Allow for watercraft traffic to pass through boomed area until product in vicinity.**COLLECTION POINTS:** None

ACCESS TO AREAS:

Vehicular:

Helicopter: 5

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: James Island, West Bank of Ashley River, upstream from James Island Yacht Club, Charleston Co., SC. Boat ramp at Riverland Terrace Fire Station; boat ramp at Wappoo Cut Bridge; boat ramps at City Marina and Ripley Light Marina.

AVAILABLE RESOURCES: see Annex F

A56 - Colonial Lake Intake**Map 22**

Latitude: 32 46' 32"N

Longitude: 79 56' 49"W

NOAA Nav Chart: 11521, 11524

ESI Map: SC 30

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)
Charleston County Public Works	Jim Rogers	(843) 745-2207

SHORELINE TYPE: (ESI Rank)**SHORELINE/HABITAT TO BE PROTECTED:** N/A**WILDLIFE/RESOURCES TO BE PROTECTED:**

Gulls, Wading birds-feeding, all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

ENDANGERED SPECIES: Brown Pelicans**PROTECTION STRATEGY:** Close intake. Intake to this lake is normally closed. In case of a spill, ensure that intake is closed.**COLLECTION POINTS:** Closure located on Ashley Ave outfall adjacent to South end of Lockwood Ave.

ACCESS TO AREAS:

Vehicular: 5

Helicopter:

Boat:

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: Broad Street and Chisolm Street, Charleston, SC

AVAILABLE RESOURCES: see Annex F

A37 - Wappoo Creek, Elliott Cut**Map 23**

Latitude: 32 46' 04"N

Longitude: 79 58' 59"W

NOAA Nav Chart: 11518, 11521, 11524

ESI Map: SC 29, 30

Agency/Point of Contact/Phone:	Contact:	Phone No:
SC Department of Health and Environmental Control	Chris Staton	(803) 253-6488 (24 hr) (888) 481-0125 (24 hr) (803) 896-4111 (wk)
SC Department of Natural Resources	Priscilla Wendt	(800) 922-5431 (24 hr) (843) 762-5068 (wk)

SHORELINE TYPE: (ESI Rank)

6B - Exposed rip-rap

8A - Sheltered man-made structures

10A - Salt and Brackish Water Marshes

SHORELINE/HABITAT TO BE PROTECTED:

High sensitivity-salt marsh and tidal flats

WILDLIFE/RESOURCES TO BE PROTECTED:

Ospreys, diving birds, shorebirds, wading birds-feeding, all seasons

Bottlenose dolphin-all seasons

Estuarine finfish, crustaceans, shellfish-all seasons

ENDANGERED SPECIES:

Possible Shortnose Sturgeon (SNS) habitat, Sea Turtles, Brown Pelicans

PROTECTION STRATEGY:**Booming Method:** Deflection**Degree of Protectability:**

Strategy: Deploy 200' sections of exclusion boom across mouth of creek. If conditions warrant, deploy boom several hundred yards into creek away from the mouth. Deploy 100' sections of diversion boom at fire house boat ramp in a stepped pattern oriented to prevent contamination and/or creating a collection point. This location experiences strong tidal currents.

COLLECTION POINTS:

Boat landing on South side of creek, at the firehouse boat ramp/landing

ACCESS TO AREAS:

Vehicular: 5

Helicopter:

Boat: 5

Aircraft:

ACCESS/DIRECTIONS/STAGING AREAS: Johns Island, Charleston Co., SC. Boat ramp at Riverland Terrace Fire Station; boat ramp at Wappoo Cut Bridge; boat ramp at Ripley Light Marina.

AVAILABLE RESOURCES: see Appendix I to Annex F

APPENDIX V TO ANNEX A TO THE CHARLESTON OIL & HAZMAT ACP RESPONSE ORGANIZATION AND POLICIES

Reference: (a) 40 CFR 300, National Contingency Plan (NCP)
(b) PL 101-380, Oil Pollution Act of 1990 (OPA 90)

1. GENERAL. OPA 90 created a comprehensive prevention, response, liability, and compensation regime for dealing with vessel and facility generated pollution. OPA 90 also required that Area Committees be established to plan for a coordinated community response to an oil discharge or a hazardous substance release. To accomplish this, OPA 90 required that the committees have cognizant Federal, State, and local government agency representation.
2. RESPONSE TEAMS. The National Response Team (NRT) coordinates the activities of the Regional Response Team (RRT), which in turn oversees and assists the Area Committees.
3. FEDERAL ON-SCENE COORDINATOR. For spill or release response activities, federal response is coordinated through a single, pre-designated agent, the Federal On-Scene Coordinator (FOSC). The FOSC reports to, and receives advice from the regional and district offices of the primary advisory agencies.
4. STATE ON-SCENE COORDINATOR. When operating under the federal response plan the State On-Scene Coordinator (SOSC) assists the FOSC in responding to and mitigating spills and releases. Normally vested with the authority to permit response activities and require certain precautions within the state's boundaries, the SOSC is critical to the success of any response action.

TAB a TO APP V TO ANNEX A TO THE CHARLESTON OIL & HAZMAT ACP
NATIONAL RESPONSE SYSTEM

1. GENERAL. The National Response System (NRS) was developed to coordinate all government agencies with responsibility for environmental protection, in a focused response strategy for the immediate and effective cleanup of an oil spill or hazardous substance release. The NRS is a three tiered response and preparedness mechanism that supports the predesignated Federal On-Scene Coordinator (FOSC) in organizing national, regional, local government agencies, industry, and the responsible party during response.
2. NRS SUPPORT. The NRS supports the responsibilities of the FOSC, under the direction of the Federal Water Pollution Control Act's federal removal authority. The FOSC plans and coordinates response strategy on scene, using the support of the National Response Team (NRT), Regional Response Team (RRT), Area Committees, and responsible parties as necessary, to supply the needed trained personnel, equipment, and scientific support to complete an immediate and effective response to any oil spill or hazardous substance release.
3. NRS CONCEPT OF OPERATIONS. The NRS is designed to support the FOSC and facilitate responses to a discharge or threatened discharge of oil or a hazardous substance. The NRS is used for all spills, including a Spill of National Significance (SONS). When appropriate, the NRS is designed to incorporate a unified command and control support mechanism consisting of the FOSC, the State's Incident Manager, and the Responsible Party's Incident Manager. The unified command structure allows for a coordinated response effort that takes into account the Federal, State, local and responsible party concerns and interests when implementing the response strategy. A unified command establishes a forum for open, frank discussions on problems that must be addressed by the parties with primary responsibility for oil and hazardous substance discharge removal. A unified command helps to ensure a coordinated, effective response is carried out and that the particular needs of all parties involved are taken into consideration. The FOSC has the ultimate authority in a response operation and will exert this authority only if the other members of the unified command are not present or are unable to reach consensus within a reasonable time frame. When a unified command is used, a Joint Operations Center and Joint Information Bureau shall be established. The Joint Operations Center should be located near and convenient to the site of the discharge. All responders (Federal, State, local and private) should be incorporated into the FOSC's response organization at the appropriate level.
4. SPILLS OF NATIONAL SIGNIFICANCE. A Spill Of National Significance (SONS) is that rare, catastrophic spill event which captures the nation's attention due to its actual damage or significant potential for adverse environmental impact. A SONS is defined as a spill which greatly exceeds the response capability at the local and regional levels and which, due to its size, location, and actual or potential for adverse impact on the environment is so complex, it requires extraordinary coordination of Federal, State, local and private resources to contain and clean up. Only the Commandant of the Coast Guard or the Administrator of the EPA can declare a SONS. The response to a SONS event must be a coordinated response that fully integrates the FOSC's response organization with the SONS response organization.

ENCL i TO TAB a TO APP V TO ANNEX A TO THE CHARLESTON O&H ACP
NATIONAL RESPONSE TEAM MEMBERSHIP

Reference: (a) 40 CFR 300.175, National Contingency Plan

1. U. S. Coast Guard (USCG) - *Vice Chair*
2. U. S. Environmental Protection Agency (USEPA) - *Chair*
3. Federal Emergency Management Agency (FEMA)
4. Department of Defense (DOD)
 - a. U. S. Army Corps of Engineers (USACE)
 - b. U. S. Navy (USN)
5. Department of Energy (DOE)
6. U. S. Department of Agriculture (USDA)
 - a. Forest Service
 - b. Agriculture Research Service (ARS)
 - c. Soil Conservation Service (SCS)
 - d. Animal and Plant Health Inspection Service (APHIS)
 - e. Food Safety and Inspection Service (FSIS)
7. Department of Commerce (DOC)
 - a. National Oceanographic and Atmospheric Administration (NOAA)
 - (i) National Marine Fisheries Service (NMFS)
 - (ii) National Weather Service (NWS)
8. Health and Human Services (HHS)
 - a. U. S. Public Health Services (USPHS)
 - b. Agency for Toxic Substance and Disease Registry (ATDSR)
 - c. Centers for Disease Control (CDC)
 - d. Food and Drug Administration (FDA)
 - e. Health Resources and Services Administration (HRSA)
 - f. National Institutes for Environmental Health Sciences (NIEHS)
9. Department of Justice (DOJ)
10. Department of Labor (DOL)
 - a. Occupational Safety and Health Act (OSHA) Enforcement

11. Department of Transportation (DOT)
 - a. Research and Special Programs Administration (RSPA)
12. Department of State (DOS)
13. Department of the Interior (DOI)
 - a. U. S. Fish and Wildlife Service (USF&WS)
 - b. U. S. Geological Survey (USGS)
 - c. Bureau of Land Management
 - d. Minerals Management Service (MMS)
 - e. Bureau of Mines
 - f. Office of Surface Mining
 - g. National Park Service
 - h. Bureau of Reclamation
 - i. Bureau of Indian Affairs
 - j. Office of Territorial Affairs
14. Nuclear Regulatory Commission (NRC)
15. General Services Administration (GSA)
16. National Response Center (NRC)

ENCL ii TO TAB a TO APP V TO ANNEX A TO THE CHARLESTON O&H ACP
REGIONAL RESPONSE TEAM MEMBERS AND ORGANIZATIONS

1. **U. S. COAST GUARD (USCG)**

Captain W. Fells, <i>Co-chair</i>	(305) 536-5651
Chief, Marine Safety Division	(305) 536-5091 fax
Seventh Coast Guard District	(305) 536-5611 24hr
Brickell Plaza	
Federal Building, Room 908	
909 SE First Avenue	
Miami, FL 33131-3050	

2. **U. S. ENVIRONMENTAL PROTECTION AGENCY (USEPA)**

Mr. Myron D. Lair, <i>Co-chair</i>	(404) 562-8725
Chief, Emergency Response and	(404) 347-4464 fax
Removal Branch	
Federal Region IV	
345 Courtland Street, NE	
Atlanta, GA 30365	

3. **U. S. DEPARTMENT OF AGRICULTURE/FOOD & NUTRITION SERVICE**

Mr. Dick Dees	(404) 562-1911
Food & Nutrition Service	(404) 730-2643 fax
77 Forsyth St, SW	
Suite 112	
Atlanta, GA 30303	

4. **U. S. DEPARTMENT OF COMMERCE/NATIONAL OCEANOGRAPHIC & ATMOSPHERIC ADMINISTRATION (NOAA)**

CDR Gary Petrae	(206) 526-6949
Scientific Support Coordination Branch	(206) 526-6329 fax
7600 Sand Point Way NE	
Seattle, WA 98115	

5. **U. S. DEPARTMENT OF DEFENSE/DEPARTMENT OF ARMY (USA)**

Mr. Kelley Shields	(404) 362-7536
HQ, Second U. S. Army	(404) 362-3406 fax
Attn: AFKD-OPO	
Ft. Gillem	
Forest Park, GA 30050-7000	

6. **U. S. DEPARTMENT OF ENERGY (DOE)**

Ms. Christina T. Edwards
Radiation Protection and Emergency Mgmt (404) 725-7723 fax
Savannah River Field Office
P. O. Box A
Aiken, SC 29802

7. **U. S. DEPARTMENT OF HEALTH AND HUMAN SERVICES/PUBLIC HEALTH SERVICE (USPHS)**

Mr. Gary J. Simmons (404) 331-5879
Division of Preventive Health (404) 331-2056
Services, USPHS
101 Marietta Tower, Suite 1106
Atlanta, GA 30323

8. **U. S. DEPARTMENT OF INTERIOR/FISH & WILDLIFE SERVICE (USF&WS)**

Mr. James H. Lee (404) 331-4524
Regional Environmental Officer (REO) (404) 331-1736 fax
Office of Environmental Affairs
Russel Federal Building, Room 306
75 Spring Street, S.W.
Atlanta, GA 30303

9. **U. S. DEPARTMENT OF JUSTICE (DOJ)**

Mr. Bob Homiak (202) 514-5485
(all actions other than vessel spills)
Environmental Enforcement Section
Benjamin Franklin Station
U. S. Department of Justice
Room 1644 A, P. O. Box 7611
Washington, DC 20044

Mr. David V. Hutchinson (202) 616-4126
(vessel spills only)
Admiralty Section
U. S. Department of Justice
P. O. Box 14271
Washington, DC 20044-4271

10. **U. S. DEPARTMENT OF LABOR (DOL)/OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA)**

Mr. Jim Drake
Asstistant Regional Administrator (404) 347-0181 fax
for Technical Support
Occupational Safety & Health Administration
Suite 587
1375 Peachtree Street, NE
Atlanta, GA 30367

11. **U. S. DEPARTMENT OF TRANSPORTATION (DOT)**

Mr. Grady Hoffman (404) 562-3800
Regional Administrator (404) 347-5259 fax
Federal Railroad Administration
1720 Peachtree Road, NW
North Tower, Suite 440
Atlanta, GA 30367

12. **FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA)**

Mr. Doug Wegner (770) 220-5482
Hazardous Materials (404) 853-4484 fax
Program Division
1371 Peachtree Street, NE
Atlanta, GA 30309

13. **GENERAL SERVICES ADMINISTRATION (GSA)**

Ms. Avoline Price (404) 331-3240
Administrative Services (404) 331-0969
Peachtree Summit Building
Room 2836
401 West Peachtree Street
Atlanta, GA 30365

14. **NUCLEAR REGULATORY COMMISSION (NRC)**

Mr. Ken E. Brockman (301) 415-7481
Incident Response Branch (301) 492-7142 fax
Office of Analysis & Evaluation
of Operational Data
Mail Stop: MNBB 3602
Washington, DC 20555

15. STATE OF SOUTH CAROLINA

Mr. Ronald W. Kinney, Director
Division of Waste Assessment
& Emergency Response, South Carolina
Department of Health & Environmental
Control (SCDHEC)
2600 Bull Street
Columbia, SC 29201

(803) 896-4092
(803) 896-4102 fax

ENCL iii TO TAB a TO APP V TO ANNEX A TO THE CHARLESTON O&H ACP
SPILL OF NATIONAL SIGNIFICANCE PROTOCOL

1. SPILL OF NATIONAL SIGNIFICANCE (SONS) RESPONSE ORGANIZATION. The SONS organization incorporates the unified command and control support mechanism, predesignates key positions, defines their roles, clarifies the relationships of key functional elements, and integrates the use of Coast Guard Reservists (for Coast Guard directed responses). The SONS plan provides for significant augmentation of the regional organization by a national structure containing 6 key elements: the National Incident Commander (NIC), the Alternate National Incident Manager, the National Incident Commander's Chief of Staff, the Crisis Action Center/Emergency Operations Center (CAC/EOC), the SONS Area Operations Coordinator, and the National Incident Commander's staff. The role definition of each is as follows:

a. National Incident Commander (NIC). When a Spill of National Significance is declared, the National Incident Commander will proceed to the scene, assume the role of FOSC and take strategic control of the situation. The principle responsibility of the NIC will be strategic management, ensuring that all possible actions are being taken to combat the spill, thereby reassuring the public that the full force of the formal response infrastructure is being utilized for the spill. The National Incident Commander should remain on scene to provide strategic coordination of the entire response effort for as long as the response exceeds regional capabilities. The Commandant will assign a Vice Admiral in the position of National Incident Commander.

b. Alternate National Incident Commander (NICa). The NICa will be the Coast Guard District Commander in whose district the spill has occurred. As District Commander, he/she will already be an integral part of the regional response structure, and will be in a position to continue liaison with the regional level officials and coordinate any resource issues with the adjacent districts or regions.

c. Crisis Action Center (CAC). The Chief of the Coast Guard Headquarters Office of Marine Safety, Security and Environmental Protection will direct the Headquarters CAC operations. The CAC Chief will be the key advisor to the Commandant of the Coast Guard and to the National Incident Commander during the incident.

d. NIC Chief of Staff. The Commanding Officer of the National Strike Force Coordination Center will serve as the National Incident Commander's principal advisor and Chief of Staff. Since this Officer's primary duty is to prepare for response to a SONS, his/her response expertise will be invaluable to the National Incident Commander in developing and executing strategic plans. He/she will serve as advisor to the National Incident Commander while providing direct operational guidance to the predesignated Area Operations Coordinators.

e. Area Operations Coordinator (AOC). The Predesignated On Scene Coordinator, as Area Committee chairman, will be designated as the AOC because of requisite local knowledge of the response area and the political and commercial contacts to initiate and sustain a cleanup operation. For SONS, there will most likely be multiple AOC, each retaining tactical responsibility for their own area.

f. Support Staff. The National Incident Commander will require a number of staff elements to effectively manage and coordinate his/her responsibilities. This will facilitate rapid implementation during a SONS event and encourage the formation of a coordinated management team. The major staff components include a Support Operations Division, a Strategic Planning Division, a Logistics Division, and a Finance Division. An External Affairs Division has been added to deal with anticipated heavy public affairs and protocol workload.

2. SONS DECLARATION. The Commandant of the Coast Guard alone is empowered to declare a SONS in the coastal zone, taking into account environmental risks, weather conditions, response capabilities and the amount, or potential amount, of product spilled. A Coast Guard Area or District Commander may recommend to the Commandant that a SONS be declared. Factors to be considered in declaring a SONS might include:

- (a) multiple FOSC zones/districts/international borders are affected;
- (b) significant impact on or threat to the public health and welfare, wildlife, population, economy and/or property over a broad geographic area;
- (c) protracted period of discharge and/or expected cleanup;
- (d) significant public concern and demand for action by parties associated with the event; and
- (e) the existence of or the potential for a high level of political and media interest.

3. COMMANDANT NOTIFICATION. The Commandant will be notified of a possible SONS incident by the National Response Center. If the Commandant declares a SONS, the following actions will occur.

- (a) The NIC will be designated;
- (b) the NIC will deploy the National Incident Task Force (NITF) Initial Response Team;
- (c) other Departments/Agencies will be notified; and
- (d) all predesignated NITF personnel will be placed on immediate alert.

4. INITIAL RESPONSE TEAM (IRT). The "time-phased implementation" of the NITF will be an integral component of an effective response. The key to effectively implementing the NITF organization is the NITF Initial Response Team (IRT). All Initial Response Team personnel will be issued open orders, pagers, and government travel cards to facilitate their rapid deployment to the scene.

a. Initial Response Team (IRT) Role. During a catastrophic spill response, an emergent organization will evolve, based on the dynamics of the situation and the personalities involved. The IRT's role is to ensure a continued and effective response by controlling the emergent organization's growth. Additionally, the will provide essential continuity between the local FOSC and the incoming NITF organization during the transition.

b. Initial IRT Actions. Response Team will arrive on scene within 24 hours after the declaration of a SONS, and will have the resources to function for up to 72 hours without additional NITF personnel. Upon arrival, the Initial Response Team members will assess the situation and determine the details of NITF assembly: where, how, and to what magnitude the NITF will be staffed. The Initial Response Team will then coordinate preparations to receive the NITF organization. The majority of the NITF staff should arrive within one week of declaration.

c. Establishment of NITF Command Post. A primary task of the IRT will be to establish the NITF command post. The NITF command post should be in the general proximity of the spill and should be large enough to handle the expected growth of the command staff. A response to a SONS will likely last several months, so the NITF will require a dedicated command post, separate from existing command centers that are fully employed with coordinating other operations.

d. IRT/NITF Interaction. Once the incident specific NITF staffing plan is developed, and additional NITF personnel arrive on scene, the Initial Response Team will facilitate the transition to the full NITF organization. A significant portion of the Initial Response Team will remain on scene, acting as part of NITF's assigned staff. Refer to figure (7) for a listing of IRT and NITF billets.

TAB b TO APPENDIX V TO ANNEX A TO THE CHARLESTON OIL & HAZMAT ACP
NATIONAL RESPONSE POLICY

1. GENERAL. Implementing Acts.

a. Federal Water Pollution Control Act (FWPCA). Section 4201 of OPA 90 amended Subsection (c) of Section 311 of the FWPCA, to require the Federal OSC to "in accordance with the National Contingency Plan (NCP) and any appropriate Area Contingency Plan (ACP), ensure effective and immediate removal of a discharge, and mitigation or prevention of a substantial threat of a discharge, of oil or a hazardous substance -

- "(i) into or on the navigable waters;
- "(ii) on the adjoining shorelines to the navigable waters;
- "(iii) into or on the waters of the exclusive economic zone; or
- "(iv) that may affect natural resources belonging to, appertaining to, or under the exclusive management authority of the United States."

In carrying out these functions, the OSC may:

- "(i) remove or arrange for the removal of a discharge, and mitigate or prevent a substantial threat of a discharge, at any time;
- "(ii) direct or monitor all Federal, State, and private actions to remove a discharge; and
- "(iii) recommend to the Commandant that a vessel discharging or threatening to discharge, be removed and, if necessary, destroyed."

If the discharge or substantial threat of discharge of oil or hazardous substance is of such size or character as to be a substantial threat to the public health or welfare of the United States (including but not limited to fish, shellfish, wildlife, other natural resources, and the public and private beaches and shorelines of the United States), the OSC shall direct all Federal, State, and private actions to remove the discharge or to mitigate or prevent the threat of the discharge.

b. Comprehensive Environmental Response, Compensation, and Liabilities Act (CERCLA). CERCLA, 42 USC 9601 et seq, is a broader policy than the FWPCA in that it prohibits releases of hazardous substances anywhere into the environment including air, land, and water. It also covers a broader spectrum of hazardous materials than those recognized by the FWPCA. Congress enacted CERCLA in 1980 to prevent and mitigate releases of hazardous substances into the environment.

2. RESPONSE ACTIVITIES. The framework for all pollution response activity and investigatory action is founded in the National Contingency Plan (NCP). Within the NCP, oil and hazardous substance incidents are described in terms of size and phase. Federal response policy is keyed to those criteria, with expected action defined for each phase.

a. Incident Size Characterization.

- (1) *Oil spills* are classed into three different categories; minor, medium, and major. A minor spill being defined as 10,000 gallons or less; a medium is between 10,000

and 100,000 gallons; and finally, a major spill being greater than 100,000 gallons. These spill terms are not necessarily associated with any relative significance placed upon the importance of a spill's mitigation. Standard procedures dictate, that a spill will remain a priority for mitigation as long as any recoverable material remains in the environment.

- (2) ***Hazardous material releases*** are also categorized as minor, medium, and major. However, the criteria for size classification is less clearly defined. A release is defined as "minor", if it poses a minimal threat to public health or welfare, or to the environment. A "major" release poses a substantial threat, or results in significant public concern. A "medium" release is defined as one not meeting the criteria for classification as a "minor" or "major" release. Given these vague definitions, it is imperative that the appropriate subject matter experts, from within and external to the local organization, be advised any time there is a report of a release or potential release.

b. Incident Phases. The action taken by the FOSC to a report of a discharge or release is divided into stages. The terms used to describe these stages differ with respect to a response to an oil discharge or a hazardous substance release. These differences are demonstrated below.

(1) ***Oil Discharge Response:***

- (a) Phase I, Discovery and Notification.
- (b) Phase II, Preliminary Assessment and Initiation of Action.
- (c) Phase III, Containment, Countermeasures, Cleanup, and Disposal.
- (d) Phase IV, Documentation and Cost Recovery.

(2) ***Hazardous Materials Release Response:***

- (a) Discovery and Notification.
- (b) Preliminary Assessment and Initiation of Action.
- (c) Removal.
- (d) Site Evaluation and National Priorities List Determination.
- (e) Remedial Action.
- (f) Cost Recovery and Documentation.

TAB c TO APPENDIX V TO ANNEX A TO THE CHARLESTON OIL & HAZMAT ACP
STATE RESPONSE SYSTEM

Reference: (a) South Carolina Emergency Operations Plan
(b) South Carolina Contingency Plan for Spills and Releases of Oil and Hazardous Materials
(b) Code of Laws of South Carolina

1. SOUTH CAROLINA DEPARTMENT OF HEALTH AND ENVIRONMENTAL CONTROL (SCDHEC). SCDHEC is the state agency responsible for protecting and promoting public health and the environment. SCDHEC is designated a natural resource trustee in the State of South Carolina under the federal Comprehensive Environmental Response, Compensation and Liability Act.

a. State On-Scene Coordinator (SOSC). SCDHEC is also responsible for enforcing environmental law in the State of South Carolina. Under reference (b), SCDHEC has been designated as the agency responsible for responding to, and investigating, spills and releases of oil and hazardous materials. Reference (b) also designates a SOSC who is responsible for determining SCDHEC's level and method of response. For each environmental quality control (EQC) district, the plan enables the SOSC to appoint District On-Scene Coordinators (DOSC). They work as the SOSC's agents and are empowered to represent the SOSC.

b. SCDHEC's Central Office Emergency Response Section (ERS). The ERS is the central point for reporting releases of oil and hazardous substances within the state. The ERS also receives reports of fish kills within South Carolina.

The ERS consists of nine staff positions, three emergency response vehicles, an oils spill response trailer, and various other supplies to facilitate a response to oil and hazardous material releases within the state. Reference (b) addresses what equipment is available within the ERS, it also describes all other equipment and personnel available to the ERS during such releases.

c. State Laws and Regulations Applicable to SCDHEC Activity.

- i. **Pollution Control Act, Title 48-1**. Authority for SCDHEC to abate, control, and prevent pollution.
- ii. **Hazardous Waste Management Act, Title 44-56**. Adopts federal CERCLA as state law. Under "state CERCLA" the state is authorized to take any action, consistent with the state contingency plan, that it deems necessary to protect the public health, public welfare, or the environment.
- ii. **South Carolina Oil and Gas Act, Title 48-43**. Empowers SCDHEC to deal with hazards and threats of danger and damage posed by transfers of pollutants between vessels, shore facilities and vessels, and between facilities, and requires prompt containment and removal of pollution caused by any of those actions.

- ii. **South Carolina Hazardous Waste Management Regulations, 61-79.** Requires that regulated generators or treaters, storers, or disposers of hazardous wastes have a contingency plan and emergency procedures that must be implemented upon release of a hazardous waste.
- ii. **The South Carolina Air Pollution Control Regulations.** Requires violators of any air pollution statute to control the source and prohibits open burning.
- ii. **The South Carolina State Underground Petroleum Environmental Response Bank Act.** Requires release reporting, assessment and remediation from any underground storage tank (UST).

2. SOUTH CAROLINA DEPARTMENT OF NATURAL RESOURCES (SCDNR). The SCDNR is the agency responsible for the protection, conservation, and management of the natural resources of the State of South Carolina and their habitats. In addition, the SCDNR provides input regarding resources that have been or are likely to be impacted and assists with any quantification of losses which is needed. If there is injury for which damage assessment may be pursued, SCDNR works to obtain the necessary information for this process. Protection of resources from the degradation of the habitats in which they live is an important aspect of SCDNR's responsibilities.

a. State Natural Resource Trustee (NRT). Pursuant to the Superfund Act Reauthorization Amendments (SARA) of 1988 to the CERCLA, the SCDNR was designated by the Governor as one of the NRTs for South Carolina. This designation requires the notification and consultation of SCDNR by the FOSC for any situation where a release or the threat of a release or spill of a hazardous substance or oil has impacted or threatens to impact natural resources for which SCDNR has responsibility, to minimize the impact or threat.

b. SCDNR Law Enforcement Division. Assists the Coast Guard with vessel traffic control during marine events, boating season, and during special operations such as safety/security zone enforcement.

c. Laws and Regulations Applicable to SCDNR Activity.

- i. **SC State Law 48-4-10.** SCDNR enabling authority.
- ii. **Federal Fish and Wildlife Coordination Act.** Requires that Federal agencies undertaking certain activities must consult with state fish and wildlife agencies to determine potential resource impacts and means and measures to mitigate those impacts.
- iii. **Pollution Control Act, South Carolina Oil and Gas Act, and the South Carolina Hazardous Waste Management Regulations.** These Acts and regulations specify responsibilities for the SCDHEC for pollution events, but also include requirements for assessing impacts to natural resources from the occurrences. SCDNR provides assistance to SCDHEC in these matters.

TAB d TO APPENDIX V TO ANNEX A TO THE CHARLESTON OIL & HAZMAT ACP
STATE RESPONSE POLICY

Reference: (a) South Carolina Emergency Operations Plan

1. SOUTH CAROLINA DEPARTMENT OF HEALTH AND ENVIRONMENTAL
CONTROL (SCDHEC).

a. State Declaration. It is declared to be the public policy of the State to maintain reasonable standards of purity of the air and water resources of the State, consistent with the public health, safety, and welfare of its citizens, maximum employment, the industrial development of the State, the propagation and protection of terrestrial and marine flora and fauna, and the protection of physical property and other resources. It is further declared that to secure these purposes and the enforcement of the provisions of this act, the South Carolina Department of Health and Environmental Control (SCDHEC) shall have authority to abate, control and prevent pollution. (Section 48-1-20, S.C. Code of Laws, 1975, as amended.)

Additionally, response issues dealing specifically with oil and hazardous materials are accomplished through coordinated efforts with other federal, state and local agencies. Through this coordinated effort the state of South Carolina will respond, as represented by the SCDHEC (U.S. EPA Region IV state representative), to all oil spills and hazardous material releases within their predesignated area of responsibility. However, this should not preclude mutual assistance among all involved agencies.

b. SCDHEC Emergency Response Team (ERT). SCDHEC trains and maintains an ERT to provide assistance and guidance during oil spill or hazardous material release incidents. They also provide technical assessment of the hazard and make appropriate recommendations for protective actions. Additionally, they provide monitoring for spill movement and technical advice on control, containment, clean up and disposal of spilled material. SCDHEC may request technical assistance from federal agencies and neighboring states in accordance with existing regulations. Upon notification of a spill, the ERT will initiate immediate response action to assist at the spill site and notify all other persons, agencies, industries and/or businesses throughout the state, who could be affected by the spill.

c. Notifications. In accordance with Section 48-43-550 of the South Carolina Code of Law, 1976, as amended, effective June 13, 1977, reports of oil or other hazardous substance spills are to be made to the SCDHEC. In accordance with 33 CFR 153.203, effective January 1, 1977, all reports of oil or hazardous substances discharges are to be made to the National Response Center (NRC) via the toll free telephone number, 1-800-424-8802. These reports will then be forwarded to the cognizant predesignated federal on-scene coordinator for investigation and appropriate action.

d. Reports of spills or releases. Reporting of all spills of oil or substances to the lands and/or waters of the State must be made to the SCDHEC via the 24-hour emergency telephone number listed below. All spills that result in a discharge to waters or pose a threat of a discharge to waters must be reported to the U.S. Coast Guard or the U.S. Environmental Protection Agency and the National Response Center.

- i. SCDHEC must be notified of all oil spills and all spills of hazardous materials. SCDHEC's level of response will be based upon the nature and location of release.

- ii. All notifications should be made to:

1-803-253-6488, or
1-888-481-0125 toll free

2. SOUTH CAROLINA DEPARTMENT OF NATURAL RESOURCES (SCDNR).

a. Relationship with SCDHEC. Several pieces of legislation, including the S.C. Pollution Control Act, the S.C. Oil and Gas Act, and the S.C. Hazardous Waste Management Act, which specify responsibilities for SCDHEC for pollution events, also include requirements for assessing impacts to natural resources from these occurrences. SCDNR provides assistance and input to SCDHEC in these matters.

b. Reports of Spills or Releases. In the event of a spill or release of oil or a hazardous substance in South Carolina, personnel of the SCDNR are notified by the USCG, the US EPA, and/or SCDHEC.

- i. SCDNR should be notified of all oil spills greater than 10 gallons, and all spills of hazardous materials. SCDNR's level of response will be based upon the nature and location of release.
- ii. Notifications should be made as follows:

Monday to Friday, 0830 - 1700: (803) 762-5027/5068.

All other times, or if the M-F call goes to phone mail: 1-800-922-5431

TAB e TO APPENDIX V TO ANNEX A TO THE CHARLESTON OIL & HAZMAT ACP
LOCAL RESPONSE SYSTEM

Reference: (a) 40 CFR 300, National Contingency Plan

1. LOCAL FIRE DEPARTMENTS.

a. Statutory Authority. Empowered by South Carolina State's Emergency Powers Act, local fire departments have broad authority and responsibility when responding to an oil spill or hazardous materials release occurring within their jurisdiction, regardless of whether a fire is involved or not. Once on-scene, the senior fire official for the department in whose jurisdiction the incident occurs in becomes the senior local representative on-scene as the Incident Commander (IC) and maintains that role throughout the emergency response phase or until relieved by the State or Federal On-Scene Coordinator.

2. COUNTY EMERGENCY PREPAREDNESS DIVISIONS (CEPDs) & LOCAL
EMERGENCY PLANNING COMMITTEES.

a. Statutory Authority. County emergency preparedness organizations were created by state law, Regulation 58-1 Emergency Preparedness Standards, SC Code of Regulations, dated 1980. The State of South Carolina responded to SARA Title II by creating LEPCs at the county level. The governor appointed each county's EPD director as the LEPC's coordinator. Though in some South Carolina counties the coordinator concurrently serves as committee Chairman.

TAB f TO APPENDIX V TO ANNEX A TO THE CHARLESTON OIL & HAZMAT ACP
LOCAL RESPONSE POLICY

Reference: (a) 40 CFR 300, National Contingency Plan
(b) PL 101-380, Oil Pollution Act of 1990
(c) 33 USC 1321, Federal Water Pollution Control Act of 1977
(d) 42 USC 9601, Comprehensive Environmental Response, Compensation, and Liability Act of 1980

1. CHARLESTON COUNTY.

a. Charleston County Fire Departments.

- (1) **Statutory Authority.** The State Powers Act, as discussed in Tab e to this Appendix, requires the senior fire official in whose jurisdiction the incident occurs to assume the lead role as Incident Commander throughout the emergency phase of the incident. This is the process for all fire departments within Charleston County.
- (2) **Jurisdiction.** CCFD's jurisdictions are predefined by the township or city within which they reside. There are 16 fire jurisdictions within the county. See Annex F Appendix IV, Tab r for FD listings.
- (3) **Notification Requirements.** Cognizant FDs will be notified of all incidents occurring within their jurisdiction.
- (4) **Response Role.** Incident Command throughout emergency phase.

b. Charleston County Emergency Preparedness Division (CCEPD).

- (1) **Statutory Authority.** The governor appointed each county's EPD director as the LEPC's coordinator. Charleston County promulgated County Ordinance No. 485, dated 5 July 1983, which adopted the State's Regulation 58-1 and established the CCEPD.
- (2) **Jurisdiction.** CCEPD's jurisdiction is the entire County of Charleston which about 1,000 square miles with 95 miles of coastline. None of the individual municipalities have an EPD agency per se. The larger cities within the county have a representative from their mayor's office that CCEPD coordinates with directly for planning and contingency response.
- (3) **Notification Requirements.** Though CCEPD does not consider itself as a "first call" agency, it should be notified early enough in the response operation to be effective in its role as a coordinator. CCEPD should be notified whenever an incident is large enough to require notification of other LEPC members.

(4) **Response Role.** CCEPD is the coordinating agency for all local government emergency services and public safety agencies. CCEPD is also the starting point for state assistance and resources needed from FEMA that are not required directly from the Coast Guard under separate arrangements. Generally, CCEPD would respond to the Command Post and serve on the Incident Commander's immediate staff as a liaison officer. In larger events, CCEPD would activate Charleston County's own emergency operations center (EOC), and run its Situation Room and all that generally encompasses EOC operations.

c. Charleston County Hazardous Materials Division (CCHMD). The Charleston County Hazardous Materials Division was formed to implement Charleston County Ordinance 914 which was adopted January 18, 1994. The ordinance imposes a fee on businesses, which is used to improve local response to hazardous materials incidents through training, equipment, and advice.

(1) **Hazardous Materials Fee.** The fee is imposed throughout Charleston County and CCHMD has jurisdiction over the collection of the fee. The use and dispersal of the fees' monies is subject to scrutiny by the Charleston County Fire Chiefs. The Charleston County Council then forwards the usage request to the local Emergency Planning Committee's Facility Subcommittee before final approval.

(2) **Duties of the CCHMD Staff.** The two staff members' duties include the following:

- ◆ Manage the Charleston County fee-based Ordinance 914.
- ◆ Provide training to area responders and industry.
- ◆ Provide equipment that would be too expensive or too specialized for one of the county's hazardous materials response teams to purchase.
- ◆ Assist a response as requested by providing advice, technical assistance, and in some cases, resources from CCHMD's stock or seek response resources from other suppliers.
- ◆ Complete other duties as assigned. These duties usually involve researching and answering requests for information for the county's response organizations. These information requests have included information on California's fireproof plant program and shake shingle ordinances, and on standard operating guidance on trench rescues.

(3) **Notification.** Each organization within the county has the option to notify the CCHMD of any spills or releases. Once notified the CCHMD must respond as requested.

d. Fire/Police Department Hazardous Materials Response Teams. There are five Fire or Police Department response teams within Charleston County. They operate under the jurisdiction of their parent FD or PD. The teams are staffed by duty personnel who have been certified as "Technician Level" responders, in accordance with OSHA guidelines. The level of equipment available varies among teams but existing "Mutual Aid" agreements level any shortfalls. Teams are located at the following FDs:

- ◆ City of Charleston FD
- ◆ City of Charleston PD
- ◆ City of North Charleston FD
- ◆ Town of Mt. Pleasant FD
- ◆ St. Johns FD

e. Charleston County/City Police and Sheriffs Departments. Although not assigned specific responsibilities during an incident their assistance in affecting the success of a response is a critical success factor. Any request for County and/or City Police and/or Sheriff Department should be coordinated through the responding FD or state agency.

2. GEORGETOWN COUNTY. TBD

TAB g TO APPENDIX V TO ANNEX A TO THE CHARLESTON OIL & HAZMAT ACP
RESPONSIBLE PARTY RESPONSE POLICY

Reference: (a) 40 CFR 300, National Contingency Plan
(b) PL 101-380, Oil Pollution Act of 1990
(c) 33 USC 1321, Federal Water Pollution Control Act of 1977
(d) 42 USC 9601, Comprehensive Environmental Response, Compensation, and Liability Act of 1980

1. **RESPONSIBLE PARTY REQUIREMENTS.** Under OPA 90, the responsible party has primary responsibility for cleanup of a discharge. The response shall be conducted in accordance with their applicable response plan. Section 4201(a) of OPA 90 states that an owner or operator of a tank vessel or facility participating in removal efforts shall act in accordance with the National Contingency Plan and the applicable response plan required. Section 4202 of OPA 90 states that these response plans shall:

- "(i) be consistent with the requirements of the National Contingency Plan and Area Contingency Plans;
- "(ii) identify the qualified individual having full authority to implement removal actions, and require immediate communications between that individual and the appropriate Federal official and the persons providing personnel and equipment pursuant to clause (iii);
- "(iii) identify, and ensure by contract or other means approved by the President, the availability of private personnel and equipment necessary to remove to the maximum extent practicable a worst case discharge (including a discharge resulting from fire or explosion), and to mitigate or prevent a substantial threat of such a discharge;
- "(iv) describe the training, equipment testing, periodic unannounced drills, and response actions of persons on the vessel or at the facility, to be carried out under the plan to ensure the safety of the vessel or facility and to mitigate or prevent the discharge, or the substantial threat of a discharge;
- "(v) be updated periodically; and
- "(vi) be resubmitted for approval of each significant change."

2. **RESPONSE PLAN REQUIREMENTS.** Each owner or operator of a tank vessel or facility required by OPA 90 to submit a response plan shall do so in accordance with applicable regulations. Facility and tank vessel response plan regulations, including plan requirements, are located in 33 CFR Parts 154 and 155, respectively.

3. **RESPONSIBLE PARTY'S LIABILITY.**

a. Oil Pollution Act of 1990 (OPA 90). As defined in OPA 90, each responsible party for a vessel or a facility from which oil is discharged, or which poses a substantial threat of a discharge, into or upon the navigable waters or adjoining shorelines or the Exclusive Economic Zone is liable for the removal costs and damages specified in Subsection (b) of Section 1002 of OPA 90. Any removal activity undertaken by a responsible party must be consistent with the provisions of the NCP, the Regional Contingency Plan (RCP), the Area Contingency Plan, and the applicable response plan required by OPA 90. If directed by the OSC at any time during removal activities, the responsible party must act accordingly.

b. Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA). Each responsible party for a vessel or facility from which a hazardous substance is released, or which poses a substantial threat of a release, is liable for removal costs as specified in CERCLA (42 USC 9601 et seq).

4. **RIGHTS OF THE RESPONSIBLE PARTY.** As long as the responsible party is taking appropriate action, the responsible party maintains their right to be in full partnership with the response effort and the Unified Command. That is:

- ◆ The Responsible Party has the right to be a fully participating member of the Unified Command and is expected to exercise that right;
- ◆ The Responsible Party has the right to a timely and accurate cost accounting of reimbursable government expenditures and, when practical, should be approached with all requests to bring government furnished equipment to the scene prior to mobilizing that equipment; and
- ◆ The Responsible Party has the right to offer dissenting opinions within the Unified Command.

TAB h TO APPENDIX V TO ANNEX A TO THE CHARLESTON OIL & HAZMAT ACP ROLE OF THE ON-SCENE COORDINATOR

Reference: (a) 40 CFR 300, National Contingency Plan

1. GENERAL.

a. FOSC Designation. The Federal On Scene Coordinator (FOSC) is the predesignated Federal official responsible for ensuring immediate and effective response to a discharge or threatened discharge of oil or a hazardous substance. The U.S. Coast Guard designates FOSCs for the U.S. coastal zones, while the U.S. EPA designates FOSCs for the U.S. inland zones.

b. First Federal Official On Scene. The first federal official affiliated with an NRT member agency to arrive at the scene of a discharge or release should coordinate activities under the NCP and is authorized to initiate, in consultation with the FOSC, any necessary actions normally carried out by the FOSC until the arrival of the predesignated FOSC. This official may initiate federal fund-financed actions only as authorized by the FOSC.

c. Unified Command. Where appropriate, the FOSC shall establish a unified command consisting of the FOSC, the State On Scene Coordinator, and the Responsible Party Incident Manager. The FOSC is responsible for assigning individuals from within the response community (Federal, State, local or private), as necessary, to fill the designated positions in the NRS incident level response organization. It should be noted, however, that one individual may fill several of the designated positions. These assignments will be predicated on the nature of the spill and the need for extensive manning. These functional responsibilities and position titles, if staffed, are thoroughly described in the functional sections of this plan.

2. OSC RESPONSIBILITIES.

a. Initial Response. The FOSC shall, to the extent practicable, and as soon as possible after the incident occurs, collect pertinent facts about the discharge, such as its source and cause; the identification of responsible parties; the nature, amount, and location of discharged materials; the trajectory of discharged materials; whether the discharge is a worst case discharge; the pathways to human and environmental exposure; the potential impact on human health, welfare, safety and the environment; whether the discharge poses a substantial threat to the public health or welfare; the potential impact on natural resources and property which may be affected; priorities for protecting human health and welfare and the environment; and appropriate resource documentation.

b. Coordination. The FOSC's efforts shall be coordinated with other appropriate Federal, State, local, and private response agencies. An FOSC may designate capable individuals from Federal, State, or local agencies to act as her/his on scene representatives. State and local governments, however, are not authorized to take actions under Subpart D of the NCP that involve expenditures of the Oil Spill Liability Trust Fund (OSLTF) unless an appropriate contract or cooperative agreement has been established.

c. Regional Response Team (RRT) Utilization. The FOSC should consult with the RRT, when necessary, in carrying out the requirements of the NCP and keep the RRT informed of activities under the NCP. The FOSC is responsible for addressing worker health and safety concerns at a response scene.

d. Public Health Emergencies. In those instances where a possible public health emergency exists, the FOSC should notify the Health and Human Services (HHS) representative to the RRT. Throughout response actions, the FOSC may call upon the HHS representative for assistance in determining public health threats and call upon the Occupational Safety and Health Administration (OSHA) and HHS for advice on worker health and safety problems.

e. Natural Resource Trustees. The FOSC shall ensure that the Federal and State trustees for natural resources are promptly notified of discharges. The FOSC shall coordinate all response activities with the affected natural resource trustees and shall consult with the affected trustees on the appropriate removal action to be taken. Where the FOSC becomes aware that a discharge may affect any endangered or threatened species, or their habitat, the FOSC shall consult with the cognizant trustee for that resource.

f. Pollution Report Distribution. The FOSC shall submit pollution reports to the RRT and other appropriate agencies as significant developments occur during response actions, through communications networks or procedures agreed to by the RRT and covered in the Regional Contingency Plan (RCP).

g. Community Awareness. FOSCs should ensure that all appropriate public and private interests are kept informed and that their concerns are considered throughout a response, to the extent practicable.

APPENDIX VI TO ANNEX A TO THE CHARLESTON OIL & HAZMAT ACP PLAN REVIEW

1. REQUIRED REVIEW. Area Contingency Plans shall be reviewed and updated annually by the Area Committee. Plans shall be reviewed to ensure all information is current, and in particular, the following areas shall be looked at:

- ◆ Emergency notification list,
- ◆ Response equipment information (type and amount of equipment available),
- ◆ Sensitive areas,
- ◆ Hazard/risk assessment of the area,
- ◆ Response strategies (changes based on new technology, new equipment, etc.), and
- ◆ Dispersant approval. Any changes to the plan must be noted on the record of changes page.

2. PROCESS AND APPROVAL.

a. All revisions and updates will be coordinated with any agency affected by such change. Comments may be solicited and submitted by mail, fax, telephone, and E-mail.

b. If there is significant discussion on a particular issue, meetings will be held to resolve any differences.

c. All revisions will be approved by the Captain of the Port for format and amendment numbering.

d. The U.S. Coast Guard Marine Safety Office will revise and publish revisions to the Area Plan based on input from the committee.

e. All revisions will be accompanied by a revision to the list of effective pages/table of contents. Sufficient copies will be printed to effect distribution as per the distribution list.

3. LIVING DOCUMENT. It is the intent of the Area Committee that this Contingency Plan be a "living document". The annual review and update requirement is a minimum. The topic of corrections or problems addressed in this plan should be discussed at each of the Area Committee or subcommittee meetings. Significant problems should be addressed immediately.

APPENDIX VII TO ANNEX A TO THE CHARLESTON OIL & HAZMAT ACP EXERCISES AND DRILLS

The **National Preparedness for Response Exercise Program (PREP)** was developed to establish a workable exercise program that meets the intent of the mandates of OPA 90. The PREP was developed to provide a mechanism for compliance with the exercise requirements, while being economically feasible for government and industry to adopt and sustain. The PREP is a unified federal effort and satisfies the exercise requirements of the Coast Guard, the EPA, the Research and Special Programs Administration (RSPA) Office of Pipeline Safety, and the Minerals Management Service (MMS). Completion of the PREP exercises will satisfy all OPA 90 mandated federal oil pollution response exercise requirements.

Currently, the PREP only addresses oil pollution response exercises. Similar requirements for Hazardous Materials are being developed.

The PREP uses a **Triennial Exercise Regime** to exercise contingency plans. Every 3 years all components of the entire response plan must be exercised. Rather than requiring each plan holder to conduct a major exercise every 3 years, the PREP allows for the individual components to be exercised over the period.

The following are the basic types of plan components that must be exercised at least once every 3 years:

ORGANIZATIONAL DESIGN

- ◆ Notifications
- ◆ Staff Mobilization
- ◆ Ability to operate the response management system described in the plan.

OPERATIONAL RESPONSE

- ◆ Discharge control
- ◆ Assessment of discharge
- ◆ Containment of discharge
- ◆ Recovery of spilled material
- ◆ Protection of sensitive areas
- ◆ Disposal of recovered material and contaminated debris

RESPONSE SUPPORT

- ◆ Communications
- ◆ Transportation
- ◆ Personnel support
- ◆ Equipment maintenance and support
- ◆ Procurement
- ◆ Documentation

In the Triennial Cycle, the following internal exercises must be conducted:

- ◆ 12 Qualified Individual (QI) notification exercises;
- ◆ 12 Emergency procedures exercises (optional for facilities);
- ◆ 3 Spill Management Team (SMT) Table Top Exercises (TTX);
- ◆ 3 Unannounced exercises;

Equipment Deployment Exercises (EDX) as outlined below:

- ◆ 6 For facilities covered in this plan, for facilities that use their own equipment to respond;
- ◆ 3 For vessels and facilities that use an Oil Spill Removal Organization (OSRO).

Finally, there are Government and Industry sponsored **Area Exercises**. The purpose of the Area Exercises is to test the entire response community in an area holding and covered by a specific Area Contingency Plan. The goal of this program is to conduct 20 area exercises nationally every year.

The NSFCC is responsible for executing the National Response System Pollution Exercise Program. All Coast Guard participation in exercises will be coordinated with and/or through the NSFCC. For more information on the program see the PREP guidelines or contact MSO Charleston's Port Operations Department.

APPENDIX VIII TO ANNEX A TO THE CHARLESTON OIL & HAZMAT ACP
APPLICABLE MEMORANDUMS OF UNDERSTANDING/AGREEMENT

1. GENERAL. A memorandum of understanding (MOU), memorandum of agreement (MOA), or interagency agreement (IA) is a written agreement, usually between two parties, which outlines the terms of a contract. MOUs, MOAs, and IAs between the U.S. Coast Guard and other governmental agencies which are involved in the Coast Guard's mission of responding to discharges or releases of oil or hazardous substances into the environment are especially important to contingency planning. The following is a listing and brief description of the MOUs, MOAs, and IAs that involve the Coast Guard's mission of pollution response.

a. MOU Between the U.S. Coast Guard (USCG) and the Environmental Protection Agency (EPA). -- Signed 4 January 1982. The USCG and the EPA agree that a means is required to fund USCG costs incurred during releases, or threats of releases, of hazardous substances or pollutants or contaminants. This MOU establishes the accounting, contracting, and fund management control policies and procedures for USCG response actions.

b. MOU Between the Environmental Protection Agency (EPA) and the U. S. Coast Guard (USCG) Concerning the Mitigating of Damage to the Public Health or Welfare Caused by a Discharge of a Hazardous Substance under Section 31 of the Clean Water Act. -- Signed 3 October 1979. The EPA and the USCG agree that the responsibility for the mitigation of damage to the public health and welfare caused by the discharge of hazardous substances shall be shared by the EPA and the USCG. This MOU establishes policy concerning the responsibilities of the EPA and the USCG regarding mitigation actions.

c. MOU Between the Departments of the Interior and Transportation Concerning Respective Responsibilities Under the National Oil and Hazardous Substances Pollution Contingency Plan (NCP). -- Signed 16 August 1971. To assure the most efficient use of resources under the NCP, the Secretaries agree that the U.S. Geological Service (USGS) has the capability to coordinate and direct measures to abate a pollution incident when the source of pollution is an oil, gas, or sulfur well. Whereas the USCG has the capability to coordinate and direct measures to contain and remove pollutants. This MOU establishes the provisions to be observed by the agencies of the two Departments in the exercise of their authority and the discharge of their responsibilities.

d. IA Between the U.S. Navy and the U.S. Coast Guard for Cooperation in Oil Spill Clean-Up Operations and Salvage Operations. -- Signed 15 September 1980. The purpose of this IA is to specify the conditions and procedures under which the USCG can request, and the USN will provide, oil spill clean-up and/or salvage equipment and services to support the USCG in non-Navy oil spills and other operations requiring salvage expertise. As well as the conditions and procedures under which the USN can request, and the USCG will provide, equipment and services to support the USN in salvage operations and in response to oil spills which are caused by facilities or vessels under Navy jurisdiction. Reimbursement procedures and policies are also addressed.

e. IA Between the U.S. Fish and Wildlife Service (USFWS) and the U.S. Coast Guard (USCG) for Participation in Pollution Incidents. -- Signed 24 July 1979. The purpose of this IA is to specify the conditions and procedures under which the USFWS will provide USCG Federal On Scene Coordinators, with appropriate technical expertise as well as service in support of efforts to control and clean up oil and hazardous chemical discharges.

f. MOU Among the National Institute for Occupational Safety and Health (NIOSH), the Occupational Safety and Health Administration (OSHA), the U.S. Coast Guard (USCG) and the U.S. Environmental Protection Agency (EPA) for Guidance for Worker Protection During Hazardous Waste Site Investigations and Clean up and Hazardous Substance Emergencies. -- Signed 18 December 1980. The purpose of this MOU is to provide guidance for the protection of workers who investigate and clean up hazardous waste sites and respond to hazardous substance emergencies.

g. LOA Between the U. S. Coast Guard Seventh District (USCG), the Environmental Protection Agency Region IV (EPA), U.S. Department of the Interior, U.S. Department of Commerce, and the State of South Carolina. -- Signed 7 August 1995. This LOA, while recognizing that mechanical removal is the preferred method of dealing with oil discharges, grants the USCG Federal On Scene Coordinator (FOSC) approval to authorize in-situ burning of oil spills on the waters of the State of South Carolina, within specified parameters.

h. MOU Between the Environmental Protection Agency (EPA), U. S. Coast Guard, and the General Services Administration (GSA) pertaining to the Federal Response Under the National Oil Hazardous Substance Pollution Contingency Plan -- Signed 2 April 1996. This MOU recognizes the general mission of the GSA to provide logistical and telecommunications support to the Federal establishment, in particular as part of their role on the NRT.

i. MOA between the Director of Military Support (DOMS) and the U. S. Coast Guard for the Aerial Application of Dispersants During Oil Spill Cleanup and Recovery Operations. Signed 20 August 1996. This MOA specifies procedures that can be used by the Coast Guard to request aircraft, equipment, and personnel from the U. S. Air Force Reserve for the application of dispersants, and specifies cost reimbursement.

j. RRT IV Dispersant Use Policy on Oil in Ocean and Coastal Waters. Dated 8 October 1996. General pre-approval policy for dispersant use in the coastal waters throughout Region IV. Agreed to be the USCG, USEPA, DOS, DOI, and SCDHEC.

ANNEX B
COMMAND & COMMAND STRUCTURE

APPENDIX

I: COMMAND AND COMMAND STAFF

II: COMMAND STRUCTURE - UNIFIED COMMAND

III: HEALTH AND SAFETY

Tab a: Safety Officer

Tab b: Site Safety and Health Plan

Templates

Generic "all hazard" site safety plan with OSHA guidance

- Post-emergency oil spill site safety plan
- Initial HAZMAT incident site safety plan

IV: PUBLIC AFFAIRS INFORMATION

Tab a: General Logistical Concerns for the Media

Tab b: Media Contacts Form

Tab c: Media Addresses

Tab d: Joint Information Center (JIC)

- Encl:***
- i. Lead Public Affairs Officer
 - ii. Joint Information Center Supervisor
 - iii. Joint Information Center Deputy Supervisor
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Tab e: Media Release Sample

- Encl:***
- i. Media Guidance Regarding the Oil Spill Liability Trust Fund

Tab f: Sample Fact Sheets

Tab g: Sample Port Community Information Bulletin

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Tab i: Checklist for Public Affairs Response to Pollution Incidents

V: ICS/UCS STANDARD FORMS

ANNEX B TO THE CHARLESTON OIL AND HAZMAT AREA CONTINGENCY PLAN
COMMAND AND COMMAND STRUCTURE

Reference: (a) 40 CFR 300, National Contingency Plan
(b) PL 101-380, Oil Pollution Act of 1990
(c) 33 USC 1321, Federal Water Pollution Control Act of 1977
(d) 42 USC 9601, Comprehensive Environmental Response, Compensation, and Liability Act of 1980
(e) 33 CFR 6.01-3 et seq, Captain of the Port

1. INTRODUCTION. Historically, the success or failure of any response effort is often determined as much by the organization in place as by the availability of personnel and clean up equipment. One of the purposes of this plan is to ensure that all appropriate agencies in the Charleston area are aware of and involved in the local "oil spill response organization". In this plan, the local oil spill response organization will be divided into two categories, planning and response. Both will be in place prior to a spill or release incident and will be periodically exercised and/or evaluated.

The U.S. Coast Guard is tasked by the National Contingency Plan with providing the predesignated Federal On-Scene Coordinator (FOSC) for oil and hazardous material spills and releases that effect or threaten navigable waters of the United States. As the FOSC, the Captain of the Port (COTP) heads the local multi-agency response team. This team must assess the situation and identify, select, and implement the most appropriate means of response. Often, decisions regarding critical response actions must be made quickly and with incomplete information. Failure to implement appropriate response actions quickly may result in the loss of the selected response action as an option, and will significantly increase the difficulty and costs associated with the containment, recovery, and restoration of natural resources.

2. COMMAND AND CONTROL. In events significant enough to involve agencies other than the Coast Guard, response in the MSO Charleston area of responsibility will be based on the Unified Command System. The following Annexes in this plan list and describe the numerous key positions which should be filled during a "significant" response. To ensure the best possible response, it is essential that the most qualified individuals fill these positions. Who fills these positions depends on the particular incident, however, it is highly unlikely that they will all be from the Coast Guard or any other individual agency. It is highly possible that some of the key individuals may be employees of the responsible party. This is particularly true when cleanup by chemical means (e.g. use of dispersants) is being considered.

Available to the FOSC, but not under the direct command of COTP Charleston, are advisory groups required by references (a) and (b). Those planning and response groups as well as the local response organization are described throughout this plan.

3. UNIFIED COMMAND. When a significant incident (i.e. large oil spill, hazardous material release, vessel grounding, vessel collision, etc.) occurs, the FOSC must assemble personnel representing other federal, state, and local agencies, and the responsible party into a cohesive organization. To assist in this task, the Coast Guard has adopted the Unified Command System (UCS). UCS is a management concept for coordinating responses to emergency incidents by two or more agencies, and was designed to accomplish the following:

- ◆ Improve information flow and interfaces among involved agencies;
- ◆ Provide a forum to address all stakeholder concerns;
- ◆ Develop a single collective approach to an incident;
- ◆ Optimize the efforts of all agencies as they perform their respective missions;
- ◆ Reduce omissions; and
- ◆ Eliminate duplication of efforts.

4. BACKGROUND. UCS evolved from the Incident Command System (ICS) which was developed out of necessity during the 1980's, when the complexity of fire fighting incidents increased dramatically. The basic organizational structure of the system is based upon a large fire organization, and is designed to be used for all kinds of emergencies that range from small day-to-day situations to very large and complex incidents. UCS is the first consistent, systematic means of organizing a variety of agencies into one concerted effort for oil and hazardous material incidents.

5. INCIDENT COMMANDER. During incidents that occur in an area under the jurisdiction and authority of the U.S. Coast Guard, the FOSC will head the Unified Command as the Incident Commander. The following is a brief description of how the Unified Command System will be used for an incident occurring within the area of responsibility covered by this plan.

6. GUIDING PRINCIPLES. Technically, the Unified Command begins the moment two or more agencies have jurisdictional responsibilities over an incident. Getting together early in an incident's development, staying together, and sharing intelligence and individual agency decisions help smooth the way for more complex operations if the emergency escalates. Several key principles must be adhered to for the successful implementation of the UCS. Those principles include familiarity with the system by the entire response management organization, commonality of purpose and terminology's, and a single organizational structure.

Following the UCS precepts enables a response that is directed from one command using one set of action plans. This "unified" approach to the management of a multi-agency incident helps ensure that the appropriate responsible officials address all aspects of an incident.

7. ATTRIBUTES. The Unified Command System is a management system. Because of its unique features, the UCS has the flexibility and adaptability to be applied to a wide variety of circumstances, both large and small. Below is a brief description of the UCS's major attributes. These attributes must be observed for the system to function as designed.

a. Common Terminology. Common terminology is essential for the use of a multi-agency management system. Specific terms have been established for the following areas, using the original ICS concepts as a basis:

- (1) ***Organizational Functions*** - A standard set of terms to describe major functional areas has been predesignated and named for the UCS.
- (2) ***Position Titles*** - Personnel in leadership roles within the UCS are referred to by common position titles, as a way to avoid the confusion created by multi-agency rank designations.
- (3) ***Resource Designators*** - Common identifiers are assigned to various resources. Some resources may be classified by type of capability and/or capacity.

b. Communicability. Communications at the incident are managed through the use of a common communications plan, and an incident-based communications center, established solely for the use of tactical and support resources assigned to the incident. All communications between organizational elements at an incident should be in plain English. No codes or institutional lingo should be used, and all communications should be confined to only essential messages. Several communications networks may be established depending upon the size and complexity of the incident. These may include:

- (1) ***Command Net*** - Established to link supervisory personnel from the Incident Commander down to and including division and group supervisors.
- (2) ***Tactical Nets*** - Established in a variety of ways, e.g., by agency, department, geographical area, or function. Tactical nets may be established for each branch, or for divisions and groups, depending upon hardware and frequency availability, and incident specific needs.
- (3) ***Support Nets*** - Established on larger incidents to handle logistics traffic and resource status changes.
- (4) ***Ground to Air*** - Established to coordinate aviation resources.
- (5) ***Air to Air*** - Established for coordination between aircraft assigned to an incident.

c. Incident Action Planning.

- (1) Every incident needs some form of action plan. For small incidents of short duration the plan may not be written. The following are examples of when written action plans should be used:

- ◆ When resources from multiple organizations and contractors are being used.
- ◆ When several jurisdictions are involved.

- ◆ When the incident will require changes in shifts of personnel and/or equipment.

(2) The Incident Commander will establish objectives and make strategy determinations for the incident based upon the requirements of the incident. In the case of a unified command, the incident objectives must adequately reflect the policy and needs of all involved organizations and agencies with jurisdiction. The Incident Action Plan must address all tactical and support needs required for each operational period.

d. Limited Span-of-Control. Safety factors as well as sound management planning will both influence and dictate span-of-control considerations. In general, within the UCS, the span-of-control of any individual with incident management responsibility should range from three to seven personnel, with a span-of-control of five being optimal.

The kind of incident, the nature of the task, hazard and safety factors will all influence span-of-control. An important consideration in span-of-control is to anticipate change and prepare for it. This is especially true during rapid buildup of the organization when good management is made difficult because of too many reporting elements. It is also important to consider during the wind down phases of the incident. The demobilization of certain activities should be as well thought out and focused on as the ramp-up.

e. Management by Objectives. Within the UCS, "Management by Objectives" covers four essential steps. These actions are necessary on every incident regardless of size or complexity.

- ◆ Understanding agency policy and direction.
- ◆ Establishing incident objectives.
- ◆ Selecting appropriate strategy.
- ◆ Applying tactics appropriate to strategy, assigning correct resources and monitoring performance.

f. Organizational Flexibility. The UCS structure develops in a modular fashion based on response operation needs (size of spill, impact, etc.). The UCS staff builds from the top down with responsibility and performance requirements initially placed with the Incident Commander. As the scope of an incident increases, the need to break down into smaller functional sections also increases. The specific structure established for any given incident would be driven by the level of management needed. Elements that have been activated and are clearly no longer needed should be deactivated to decrease organizational size.

g. Physical Resource Management. Resources may be managed in three different ways, depending upon the needs of the incident. Regardless of the approach or approaches used, an accurate picture of the status of each resource must be maintained and kept up to date.

- (1) **Single Resources** - These are individual pumps, power packs, boom trailers, beach cleanup crews or others to be assigned as primary tactical units. A single resource will be the equipment plus the required individuals to properly utilize it.
- (2) **Task Force** - A task force is any combination of resources that can assemble to accomplish a specific mission. A task force should be established to meet specific tactical needs and should be demobilized as a single resource.
- (3) **Strike Teams** - A strike team is a specific combination of the same kind and type of resources with common communications and a leader.

* The use of a task force and strike teams is encouraged, wherever possible, to maximize the use of resources, reduce the management control of a large number of single resources and reduce the communications load.

h. Resource Status Conditions. To maintain an up-to-date and accurate picture of resource utilization, it is necessary that all resources are assigned a current status condition and all changes in resource locations and status conditions be reported to, and captured by, the Planning Section. Three status conditions are established for use with tactical resources at the incident:

- (1) **Assigned** - Performing an active assignment.
- (2) **Available** - Ready for assignment. All resources in staging areas should be available.
- (3) **Out-of-Service** - Not ready for availability or assigned service.

The individual who makes the change in a resource's status is responsible for providing that information to the Situation Unit in the Planning Section.

i. Predesignated Facilities. There are several kinds and types of facilities that can be established in and around an incident area. The determination of the kinds of facilities and their locations will be based upon the requirements of the incident and the needs of the Incident Commander.

- (1) **Incident Command Post** - Designated as the ICP, the Incident Command Post will be the location from which all incident operations are directed. In a unified command structure, where several organizations or jurisdictions are involved, the responsible individuals designated by their respective organizations would be collocated at the ICP. Normally, the communication center will be established at this location.
- (2) **Field Command Post** - Designated as the FCP, the Field Command Post will be located near the incident and will be manned at all times. It will serve as an on-scene observation and data collection center.

- (3) ***Staging Areas*** - Staging areas are established for temporary location of available tactical resources. Staging areas will be established by the Operations Section Chief to locate resources not immediately assigned or awaiting disposal or demobilization. The Operations Section Chief will assign a Staging Manager for each staging area.

j. **Unity of Command**. Under the UCS every individual has a designated supervisor so that there is an orderly line of authority within the ranks of the organization with lower levels subordinate to higher levels. In the military this is known as the "Chain of Command." As incidents expand, the command grows from the Incident Commander plus single resources to an organizational structure that may include several layers.

- ◆ Command
- ◆ Sections
- ◆ Branches
- ◆ Divisions/Groups
- ◆ Unit
- ◆ Single Resources

k. **Transfer of Command**. Command at an incident is initially established by the highest authority at the scene that has jurisdiction for the incident. Transfer of command at an incident may take place for the following reasons:

- ◆ A more qualified person assumes command.
- ◆ The incident situation changes over time to where jurisdictional or agency change of command is legally required, or it makes good management sense to make the transfer.
- ◆ Normal turnover of personnel on long or extended incidents.

APPENDIX I TO ANNEX B TO THE CHARLESTON OIL & HAZMAT ACP
COMMAND AND COMMAND STAFF

COMMAND

1. INCIDENT/UNIFIED COMMANDER. The management of any incident or event always includes five major functions. One person, the Incident Commander, can be responsible for all functions or each can be represented separately within the UCS organization. The five functional areas are:

- ◆ Command
- ◆ Operations
- ◆ Planning
- ◆ Logistics
- ◆ Finance and Administration

On any incident, large or small, the Incident Commander has ultimate responsibility for the effective and safe execution of each the five functions. Even if the other functions are not filled separately, an Incident Commander will always be designated. The Incident Commander's responsibilities include:

- a. Assess the situation and/or obtain a briefing from the prior Incident Commander. The latter would be especially true in a pollution incident where fire is involved, since the fire chief would probably be the initial Incident Commander.
- b. Determine the incident's objectives and strategies.
- c. Establish:
 - ◆ Immediate priorities.
 - ◆ Incident Command Post.
 - ◆ Appropriate functional organization
- d. Ensure planning meetings are scheduled.
- e. Approve and authorize the implementation of the Incident Action Plan.
- f. Ensure that adequate safety measures are in place.
- g. Coordinate:
 - ◆ Activities of Command and general staff.
 - ◆ With key people and officials
- h. Approve requests for additional resources, or the release of resources.
- i. Keep agency administrator informed of incident status.

- j. Approve the use of:
 - ◆ Trainees,
 - ◆ Volunteers and
 - ◆ Auxiliary personnel.
 - k. Authorize the release of information to the news media.
 - 1. Order the demobilization of the incident when appropriate.
2. STATE ON SCENE COORDINATOR. Represents state interests as a member of the Command and advises the Unified Commander on matters of state concern.
3. RESPONSIBLE PARTY. The third member of the Command is the responsible party. This person is a partner in the Command's decision making process and attempts to balance the interests of the spiller against the needs of the response. When a responsible party is identified, they will normally take the lead in response actions and be guided by the policies and direction of the state and federal members of the Command. They are ultimately responsible for the effective and complete mitigation of any incident to the satisfaction of the FOSC and cognizant state authorities.
4. OTHERS. It can be expected that other political interests, such as townships and counties, may wish to have full membership in the Command during events that occur within their jurisdictions. However, the value of their representation, at this level, should be weighed against their ability to make and act upon decisions and policies of the Command. Local specialists may be better used in the Command Staff or in one of the functional sections described below. A Command Staff Liaison Officer may also be assigned to coordinate local input.

II. COMMAND STAFF

1. CHIEF OF STAFF/LIAISON OFFICER. The Chief of Staff is responsible for managing the actions of the Command Staff and tasking them as directed by the Incident Commander. This position is the primary link between the Command and the Command Staff. When acting as Liaison Officer this person is the primary point of contact between the Command and other cooperating agencies. Responsibilities include:
- a. Overseeing Command Staff.
 - b. Serving as the initial point of contact for participating response agencies and groups, and identify assignments to appropriate UCS sections.
 - c. Maintaining a complete list of assisting and cooperating agencies.
 - d. Assisting in establishing and coordinating interagency contacts.
 - e. Keeping agencies that are supporting the incident aware of incident status.

- f. Monitoring incident operations to identify current and potential inter-organizational problems.
- g. Participating in planning meeting, providing current resource status, including limitations and capabilities of assisting agency resources.
- h. Responding to requests from incident personnel for inter-organizational contacts.
- i. Keeping the incident commander informed of significant liaison activity.
- j. Maintaining unit log of actions, correspondence, and communications.

2. **INFORMATION OFFICER.** The Information Officer coordinates all events related to information development and implementation of the public affairs strategy for the incident. He/She is responsible for compiling accurate and complete information regarding incident cause, size, current situation, resources committed and other matters of interest. The Information Officer will normally be the point of contact for the media and other agencies desiring information directly from the incident. He/She will also develop and release information about the incident to the:

- ◆ News media
- ◆ Incident personnel, and
- ◆ Other appropriate agencies and organizations.

The Information Officer's responsibilities include:

- a. Serving as the central control point for the dissemination of official information to the media.
- b. Establishing, organizing and managing the Joint Information Center/Bureau (JIC or JIB) as the central location for disseminating official information.
- c. Preparing the initial information summary as soon as possible after arrival.
- d. Scheduling, organizing, and conducting UCS media briefings, interviews, and tours.
- e. Developing presentations such as charts, maps, and graphics to support both response operations and media briefings.
- f. Resolving conflicting information and reporting media concerns to Unified Command.
- g. Organizing and managing the Public Affairs Staff needed to carry out public affairs tasking.

- h. Determining from the Unified Command if there are any limitations on information release.
 - i. Identifying media concerns to the Unified Command.
 - j. Advising the media of the incident, and conducting and scheduling briefings.
 - k. Maintain log of actions and events.
3. INVESTIGATIONS OFFICER. The Investigation Officer's function is to determine the cause of the incident and process appropriate reports relative to findings. Responsibilities include:
- a. Identifying and documenting the source of a discharge and the responsible party.
 - b. Securing statements, physical evidence, and samples necessary to establish the cause of a discharge, identify the responsible party, and document the elements of an FWPCA or other violation.
 - c. Gathering other information that may be required from the scene of an incident that may be required by the UCS, including:
 - ◆ The quantity of the discharge;
 - ◆ The status of vessels, facilities, or personnel involved in the incident; and
 - ◆ Evidence of impact, damage, or loss.
 - d. Coordinating concurrent investigations with other interested parties.
 - e. Ensuring timely administration of alcohol and drug testing is completed.
 - f. Managing the availability of evidence.
 - g. Providing complete and accurate information to all members of involved law enforcement. This information must be delivered quickly and be of high quality to preclude unilateral actions by committee members that may hinder the success of the response. (If needed to assist with communications, a suitably equipped space will be provided for the members.)
 - h. Informing the Incident Commander of the status of investigations.
 - i. Coordinating and managing procedures, plans, and personnel needed to accomplish investigation tasking.
 - j. Maintaining log of actions and events.

4. LEGAL OFFICER. The Legal Officer is responsible for advising the Command on questions related to the actual response effort. Due to the complexities and potential liabilities inherent in incident response it is imperative that the Command receive timely legal advice in support of its response decision making.

- a. Review Common Responsibilities.
- b. Participate in planning meetings if requested.
- c. Advise Unified Command on legal issues relating to Natural Resource Damage Assessment.
- d. Advise Unified Command on legal issues relating to investigation.
- e. Advise Unified Command on legal issues relating to claims and finance.
- g. Advise Unified Command on response related issues.
- h. Maintain Unit/Activity Log (ICS Form 214).

5. SAFETY OFFICER. The Safety Officer reviews the hazards and unsafe conditions attendant to the incident, and develops and maintains a site safety plan for the duration of Federal involvement. The Safety Officer will correct unsafe acts or conditions through the regular line of authority, although the officer may exercise emergency authority to stop or prevent unsafe acts when immediate action is required. The Safety Officer also monitors activities for compliance with applicable safety laws and regulations. Specific responsibilities include:

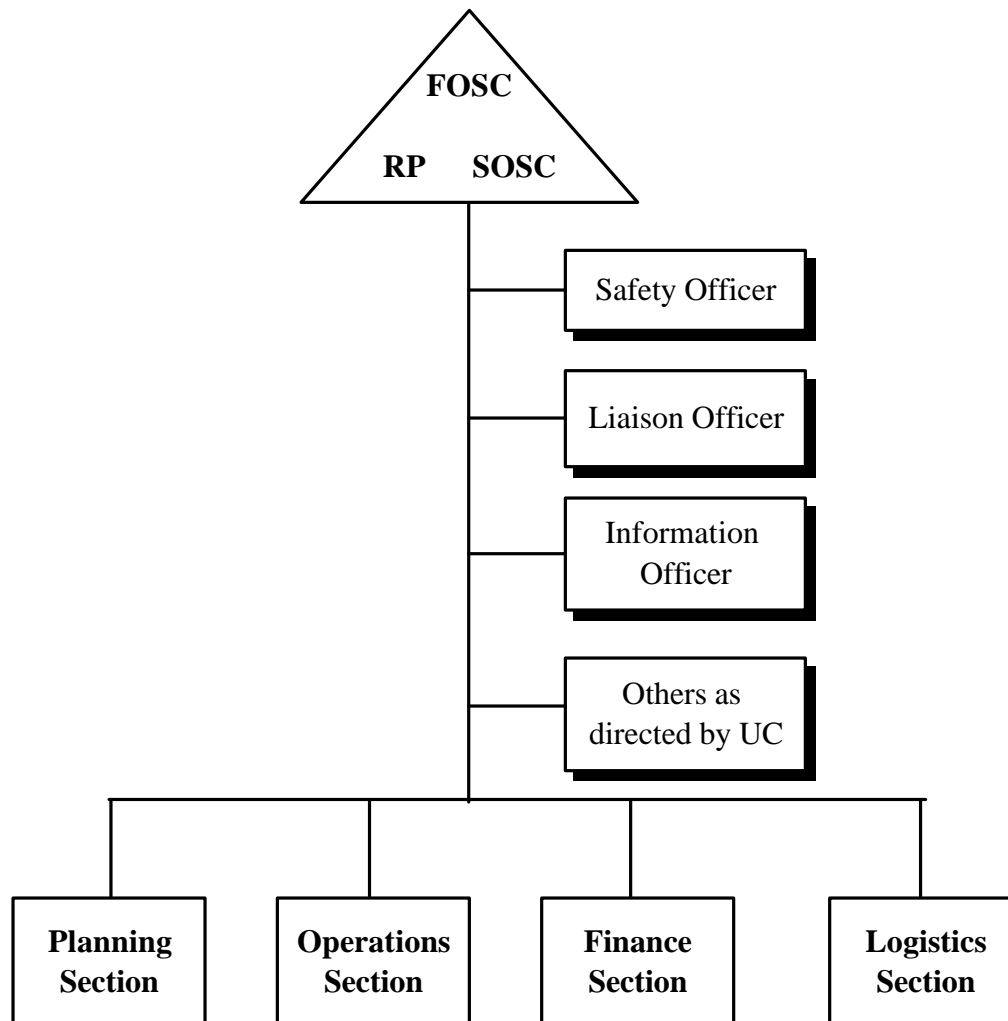
- a. Participating in planning meetings.
- b. Identifying hazardous situations associated with the incident and advising responding personnel on methods of protection including personal protective clothing and response procedures.
- c. Reviewing the Incident Action Plan for safety implications.
- d. Exercising emergency authority to stop and prevent unsafe acts.
- e. As far as practicable, ensuring responders have qualifications to perform assigned tasks and that training performed is documented.
- f. Investigating accidents that have occurred within the incident area.
- g. Exercising emergency authority to stop and prevent unsafe acts.
- h. Investigating accidents that have occurred due to involvement with the incident.
- i. Reviewing and approving the medical plan.
- j. Assigning assistants as needed.

- k. Developing the Site Safety Plan, and issuing to members of the Unified Command after approval.
- l. Keeping the Incident Commander informed regarding significant events, occurrences, or activities.
- m. Maintaining a log.

6. SCIENTIFIC SUPPORT COORDINATOR (SSC). The SSC's primary function is to synthesize and analyze scientific information that supports operational decisions by the Unified Command, in particular the FOSC. Scientific support entails compiling information from multiple sources, screening it for quality, and focusing it on operational questions that arise during a spill. If the type or level of expertise required for the incident is beyond the scope of the SSC, the SSC is responsible for ensuring that the required information is obtained from the appropriate source and is provided for the Unified Command's use. Specific responsibilities include:

- a. Coordinating synthesis and integration of environmental information required for spill response decisions, including spill movement trajectories, determining resources at risk, and environmental trade-offs for different clean up and protection strategies.
- b. Identifying scientific issues affecting the response and work with the scientific community to reach a consensus on these issues.
- c. Coordinating requests for assistance from State and Federal agencies regarding scientific studies.
- d. Assist JIC and Unified Command in addressing scientific questions from the media and the general public in press briefings, public meetings, and preparation of fact sheets and briefing tools.
- e. Reviewing Incident Action Plan for affectivity.
- f. Assisting Operations Section with tactical decisions during the nascent phase of the incident.
- g. Assisting the Planning Section with strategic planning during the production phase of the incident.
- h. Keeping the Incident Commander informed regarding significant events, occurrences, or activities.
- h. Maintain a log.

APPENDIX II TO ANNEX B TO THE CHARLESTON OIL & HAZMAT ACP
COMMAND STRUCTURE - UNIFIED COMMAND



APPENDIX III TO ANNEX B TO THE CHARLESTON OIL & HAZMAT ACP HEALTH AND SAFETY

Reference: (a) 29 CFR 1910.120, Hazardous Waste Operations and Emergency Response

1. GENERAL. Coast Guard employees, other government employees, and contract personnel involved in oil spill response activities must comply with all applicable worker health and safety laws and regulations. The primary federal regulations are the Occupational Safety and Health Administration (OSHA) standards for hazardous waste operations and emergency response found in 29 CFR 1910.120.

2. APPLICABILITY. This rule regulates the safety and health of employees involved in remedial operations at uncontrolled hazardous waste sites being cleaned up under government mandate and in certain hazardous waste treatment, storage, and disposal operations conducted under the Resource Conservation And Recovery Act of 1976 (RCRA). The regulations also apply to both emergency response and post-emergency cleanup of hazardous substance spills. The definition of hazardous substance used in these regulations is much broader than CERCLA, encompassing all CERCLA hazardous substances, RCRA hazardous waste, and all DOT hazardous materials listed in 49 CFR Part 172. Thus, most oils and oil spill responses are covered by these regulations. The rules cover employee protection during initial site characterization and analysis, monitoring activities, materials handling activities, training, and emergency response. In addition, other regulations in general industry (part 1910), construction (part 1926), and the maritime industry (parts 1911 to 1925) may also apply. Also, any hazards for which OSHA does not have a standard could be addressed. Examples of these are heat and cold stress, since extreme temperatures and humidity can be reached in the southeast.

3. SITE CLASSIFICATION. OSHA classifies an area impacted by oil as an uncontrolled hazardous waste site. However, the regulations do not automatically apply to an oil spill cleanup. There must be an operation that involves employee exposure or the reasonable possibility for employee exposure to safety or health hazards. A typical beach cleanup worker collecting tar balls of weathered oil or deploying sorbents to collect a sheen may not be exposed to a safety or health risk.

The role of the site safety and health supervisor (the Coast Guard District Occupational Health and Safety Coordinator could fill this position) is to assess the site, determine the safety and health hazards present, and determine if OSHA regulations apply. If an OSHA field compliance officer is on-scene, he or she should be consulted to determine the applicability of OSHA regulations. Disputes should be referred to the Department of Labor representative on the RRT.

The individual making the site characterization should communicate the hazards associated with the spill, and provide recommendations for the protection of workers' safety and health through a site safety plan. The responsibility for the health and safety of personnel supporting a pollution response mission rests with the On Scene Coordinator.

4. TRAINING REQUIREMENTS. In oil spill responses where OSHA regulations apply, the OSC must ensure that paragraphs (b) through (o) of 29 CFR 1910.120 are complied with. Coast Guard personnel assigned to an MSO and routinely involved in pollution response should complete a 40-hour course meeting the OSHA training in paragraph (e) of 29 CFR 1910.120. Training records should reflect that OSHA requirements have been satisfied.

Contractors are responsible for certifying the training of their employees. OSHA has recognized the need to remove oil from the environment and has empowered the OSHA representative to the RRT to reduce the training requirement to a minimum of 4 hours for responders engaged in post emergency response operations. An example of a post emergency response effort is shoreline cleanup operations. The reduced training applies to all Coast Guard personnel and to the private sector. This information may be found in OSHA Instruction CPL 2-2.51. The level of training required depends on the potential for exposure. Workers required to use respirators must have 40 hours of off-site training. The OSHA field compliance officer should be contacted to ascertain the worker training requirements and develop an implementation plan to minimize the hazards of exposure to workers involved in cleanup operations.

Training requirements may vary from State to State. If State requirements are more restrictive they will preempt Federal requirements. The OSC should establish contact with the State OSHA representative, where applicable, to determine the State training requirement for oil discharge response.

TAB a TO APPENDIX III TO ANNEX B TO THE CHARLESTON OIL & HAZMAT ACP
SAFETY OFFICER

The **Safety Officer** reviews the hazards and unsafe conditions attendant to the incident, and develops and maintains a site safety plan for the duration of Federal involvement. The Safety Officer will correct unsafe acts or conditions through the regular line of authority, although the officer may exercise emergency authority to stop or prevent unsafe acts when immediate action is required. The Safety Officer also monitors activities for compliance with applicable safety laws and regulations. Specific responsibilities include:

- a. Participating in planning meetings.
- b. Identifying hazardous situations associated with the incident and advising responding personnel on methods of protection including personal protective clothing and response procedures.
- c. Reviewing the Incident Action Plan for safety implications.
- d. Exercising emergency authority to stop and prevent unsafe acts.
- e. As far as practicable, ensuring responders have qualifications to perform assigned tasks and that training performed is documented.
- f. Investigating accidents that have occurred within the incident area.
- g. Reviewing and approving the medical plan.
- h. Assigning assistants as needed.
- i. Developing the Site Safety Plan, and issuing to members of the Unified Command after approval.
- j. Keeping the Incident Commander informed regarding significant events, occurrences, or activities.
- k. Maintaining a log.

TAB b TO APPENDIX III TO ANNEX B TO THE CHARLESTON OIL & HAZMAT ACP
SITE SAFETY AND HEALTH PLAN

Reference: (a) 29 CFR 1910.120, Hazardous Waste Operations and Emergency Response

1. GENERAL CONSIDERATIONS. One of the key components of a safe and effective response is the early designation of a Safety Officer and the development of a comprehensive Site Safety and Health Plan. A Site Safety Plan is required when personnel must enter a contaminated area to mitigate oil pollution and is designed to protect entry personnel as much as possible. The Site Safety plan addresses the following areas:

- a. Objectives of the response;
- b. Organization and coordination;
- c. Identification of all hazards associated with the released product;
- d. Personnel protective equipment requirements;
- e. On-scene work plans;
- f. Communications;
- g. Emergency contingency plans;
- h. Decontamination procedures; and
- i. First aid.

2. PLAN ACCEPTANCE AND VERIFICATION. All personnel on site, contractors and subcontractors included shall be informed of the site emergency response procedures and any potential fire, explosion, health or safety hazards related to the operation. This incident will be managed and operated under the "Unified Command System" as set forth by national, state and local standards. This plan must be reviewed and an agreement to comply with the requirements of this plan must be signed by all personnel prior to entering the exclusion zone or contamination reduction zone. Noncompliance with the site safety procedures will be grounds for reprimand and possible removal from site activities. A site safety officer will be appointed to develop, implement and verify compliance with the Site Safety and Health Plan. This plan is in effect upon approval and signature of the Unified Commander.

3. SITE SAFETY PLAN REVIEW. Once the plan is completed, it is reviewed by the Incident Commander and the OSC for approval. Initial and subsequent entries may be conducted only after the Site Safety plan is approved. Additionally, prior to entry, all entry personnel receive a thorough briefing to ensure everyone is fully aware of exactly what is to be done and what potential hazards exist. After approving the Site Safety Plan the FOSC will continue to monitor response, cleanup and disposal activities to ensure the completeness and to ensure all safety and environmental concerns are addressed.

APPENDIX IV TO ANNEX B TO THE CHARLESTON OIL & HAZMAT ACP
PUBLIC AFFAIRS INFORMATION

1. GENERAL. Considering the high level of environmental awareness in many communities, any pollution incident is likely to generate interest from the public and the media. One or two inquiries by telephone can be handled by a short telephone interview with the **Public Affairs Officer** (PAO) or the appropriate Branch Chief. For large spills, it is not always possible to serve the people and the news media by conducting individual phone interviews. However, when significant media interest is anticipated, the PAO should generate a media release describing the incident, response efforts, future plans, and other details as necessary.

This appendix contains general public affairs policies including specific guidance for dealing with the media and the staffing of a **Joint Information Center** (JIC).

2. MEDIA LOGISTICS. Logistical issues will be handled by the Media Relations Coordinator and the Remote Site Media Liaison (see B-IV-d-iv for a complete breakdown of duties).

Of particular concern is the safe transport of the media to the site to meet their needs, without hazarding the individuals or interfering with the response. Another issue is the early establishment of a gathering area for the media for the purpose of conducting briefings. This site should be removed from the incident but not so remote that it is inaccessible.

TAB a TO APPENDIX IV TO ANNEX B TO THE CHARLESTON OIL & HAZMAT ACP
MEDIA CONTACTS FORM

MEDIA CONTACT LIST

POC

PHONE

FAX

Associated Press

United Press

CNN

Local Wires

Local TV

Radio

Newspapers

TAB b TO APPENDIX IV TO ANNEX B TO THE CHARLESTON OIL & HAZMAT ACP
MEDIA ADDRESSES

*Unless otherwise indicated, all telephone numbers are local.

Newspapers

STATEWIDE

The State	(803) 771-6161	FAX (803) 771-8430
P.O. Box 1333	POC: Dave Moniz	
Columbia, SC 29201		

CHARLESTON

The Post and Courier	937-5581 or 937-5554	FAX 937-5579
134 Columbus Street	POC: Tony Bartleme	
Charleston, SC 29402		

GEORGETOWN

Georgetown Times	(803)546-4148	FAX (803)546-2395
P.O. Drawer G	POC: Jesse Tullos	
Georgetown, SC 29442		

MYRTLE BEACH

The Sun-News	(803)626-0300	FAX (803)626-0356
P.O. Box 406	POC: Kent Bernhardt	
Myrtle Beach, SC 29578		

News Services

Associated Press	722-1660	FAX 723-4018
SC News Network	790-4300	FAX 790-4309

Television

CHARLESTON/GEORGETOWN

WCBD TV 2 (NBC)	884-2288 or 884-2222	FAX 884-6624
P.O. Box 879	POC: Ann Fonda	
Charleston, SC 29402	Stacy Stall (after 6 pm)	

WCIV CH 4 (ABC)	881-4444 x4449	FAX 849-2519
P.O. Box 22165	POC: Tammy Thompson	
Charleston, SC 29413		

WCSC TV 5 (CBS)
P.O. Box 186
Charleston, SC 29402

577-6397 or 723-8371
POC: Chris Drummond

FAX 722-7537

WTAT TV 24 (FOX)
4301 Arco Lane
N. Charleston, SC 29418

529-2250
POC: Bill Littleton

FAX 554-9549

MYRTLE BEACH

WBTW TV 13 (CBS)
101 McDonald Court
Myrtle Beach, SC 29577

803-293-1301
POC: Lorraine Woodward

FAX 803-293-7701

WFXB TV 43 (FOX)
8694 Old Reaves Ferry
Conway, SC 29526

803-399-6143
POC: Dana Anderson

FAX 803-399-7050

Cox Cable
(CNN Headline Local Ed)
1901 Oak Street
Myrtle Beach, SC 29577

803-448-4014
POC: Richard Green

FAX 803-626-2922

WIS TV 10 (NBC)
1111 Bull Street
Columbia, SC 29201
--carried on local cable--

803-758-1260
POC: Pete Poore

FAX 803-758-1278

WECT TV 6 (NBC)
P.O. Box 4029
Wilmington, NC 28406

910-791-8070
POC: Ron Becker

FAX 910-791-9535

Radio

CHARLESTON

WTMZ 910 AM
1 Orange Grove Road
Charleston, SC 29407

556-5660
POC: Mike Robertson

FAX 763-0304

WTMA 1250 AM
P.O. Box 30909
Charleston, SC 29417

556-1250
POC: Mike Robertson

FAX 763-0304

WAVF 96.1 FM
1964 Ashley River Rd
Charleston, SC 29407

852-9003
POC: Mary Catherine

FAX 852-9041

WEZL 103.5 FM
950 Houston Northcut
Suite 201
Mt Pleasant, SC 29464

884-2534
POC: Dan Gregory

FAX 884-1218

WBUB 107.5 FM
& WJZK FM
& WSSP FM
& WXTC AM
499 LaCross
Suite 1600
N. Charleston, SC 29406

566-1100

FAX 529-1933

POC: Fred Story

TAB c TO APPENDIX IV TO ANNEX B TO THE CHARLESTON OIL & HAZMAT ACP
JOINT INFORMATION CENTER (JIC)

1. STATEMENT OF PURPOSE. The purpose of the Joint Information Center (JIC) is to ensure timely and coordinated release of accurate information to the news media, internal and external audiences. While individual agencies and affected parties will continue to address their specific roles and duties in an oil spill or hazardous materials release, the JIC will serve as the focus of public affairs information relating to response activities.

2. ORGANIZATION.

a. The JIC is a flexible organization, and has allowances for varying the size of the staffing response to the magnitude of the response and available resources (see exhibit 1 on B-IV-d-2). Similarly, some members of the Charleston Area Committee provide a pool of well-trained public affairs specialists that can be used in a "surge capacity."

b. The lead Public Affairs Officers (PAO) for the federal, state, local agencies and when applicable the responsible party, will oversee the operation of the JIC, and provide the JIC supervisor guidance on media and community relations issues relating to the incident.

c. The JIC should be kept separate from the unified command center, either placed in an adjoining building or in distinctly separate rooms in the same building. This provides greater control of information flow without generating disturbances in response operations. Equipment needs for the JIC will vary depending upon the size of the incident and must be addressed early by the JIC supervisor.

d. This tab outlines the organization of the JIC and the specific duties and responsibilities of the JIC staff. The procedures outlined will serve as the basis for setting up and maintaining a JIC in support of the Charleston Area Contingency Plan (ACP).

ENCL i TO TAB c TO APP IV TO ANNEX B TO CHARLESTON O&H ACP
LEAD PUBLIC AFFAIRS OFFICER

1. STAFFING. This position is held by a senior public affairs representative from one of the following:

- U.S. Coast Guard Marine Safety Office Charleston;
- South Carolina Department of Health and Environmental Control (SCDHEC);
- Responsible Party (or parties)
- Local fire department and/or emergency management agency

Only one Public Affairs Officer (PAO) will be assigned per incident.

2. RESPONSIBILITIES. The Lead PAO reports to the unified command and provides public relations advice and guidance to the Federal and State On-Scene Coordinators (FOSC and SOSOC). The PAO is also responsible for establishing and overseeing the JIC. The lead PAO will:

- Ensure that a JIC is established and fully functioning.
- Establish public affairs goals and objectives for the incident that ensures accurate and timely information to the news media, citizens, governmental officials, elected officials and other interested parties.
- Speak to policy issues regarding their respective agency or company.
- Provide direction on handling controversial and sensitive spill response issues including the use of dispersants, in-situ burning, drug testing, enforcement investigations, access for news media, etc.
- Receive input on issues from the JIC supervisor.
- Establish a schedule for news conferences, briefings and public informational meetings.
- Prepare the FOSC and SOSOC for news conferences and briefings.
- Assist with logistics for VIP tours/visits.
- Resolve disputes that may arise regarding public affairs issues between agencies and responsible parties.

ENCL ii TO TAB c TO APP IV TO ANNEX B TO CHARLESTON O&H ACP
JOINT INFORMATION CENTER SUPERVISOR

1. STAFFING. An experienced public affairs/information specialist with working knowledge of response issues and the Incident Command System will hold this position.
2. RESPONSIBILITIES. The JIC supervisor is responsible for managing the JIC under the direct guidance of the lead PAO. The JIC supervisor will:
 - Ensure public information staff is assigned to appropriate positions within the JIC.
 - Assess skills, capabilities and interests of available public information staff (with assistance of the lead PAO) and match staff with appropriate positions when possible.
 - Review information supplied by information coordinators and determine appropriate method for dissemination.
 - Elevate unresolved or sensitive issues to the lead PAO.
 - Ensure news media updates, news releases and fact sheets are distributed to JIC staff, on-site news media, off-site agency officials and other interested parties.
 - Provide orientation for newly arriving or assigned public information staff (this task may be delegated to the JIC deputy supervisor or other staff as appropriate).
 - Performs the duties of the JIC deputy supervisor if none is assigned.

ENCL iii TO TAB c TO APP IV TO ANNEX B TO CHARLESTON O&H ACP
JOINT INFORMATION CENTER DEPUTY SUPERVISOR

1. STAFFING. This position will be held by an experienced public affairs/ information specialist and will be from a different agency/organization than the JIC supervisor.
2. RESPONSIBILITIES. Reports to the JIC supervisor and carries out assignments as given. The JIC deputy supervisor manages the Media Relations Coordinator, Community Relations Coordinator and Internal Relations Coordinator and is expected to be able to carry out all of the responsibilities of the JIC supervisor when necessary. May be called upon to be JIC supervisor during the night shift.

ENCL iv TO TAB c TO APP IV TO ANNEX B TO CHARLESTON O&H ACP
MEDIA RELATIONS

1. **STAFFING**. Positions in this group are staffed by experienced public affairs/information specialists that have local knowledge of the area (for example, geographical features) and the news media.
2. **RESPONSIBILITIES**. The media relations group reports to the JIC deputy supervisor and is responsible for answering news media inquiries. This group is also responsible for setting up facilities for news conferences and briefings. The following are specific responsibilities for this group.
 - a. **MEDIA RELATIONS COORDINATOR**. Responsible for ensuring that news media inquiries are responded to in a timely and accurate manner. Works with the JIC deputy supervisor to ensure requests for information are responded to in a timely and manner. Ensures all media relations staff has the most current information on the spill response effort. Performs the duties of the Release Writer if none is assigned.
 - b. **RELEASE WRITER**. Writers must have solid journalistic abilities and be proficient with computers/word processing software. The release writer(s) will draft all news media updates, news releases and fact sheets as directed by the JIC supervisor or media relations coordinator.
 - c. **MEDIA PHONE STAFF**. Ideally, this staff will include at least one representative each from the U.S. Coast Guard, South Carolina Department of Health and Environmental Control, responsible party and local government. The phone staff will:
 - Answer inquiries from the media.
 - Direct reporter calls to appropriate media phone staff when an "agency" or "responsible party" response is warranted.
 - Provide the media relations coordinator with questions and "rumors" that need to be researched or checked-out.
 - d. **REMOTE SITE MEDIA LIAISON**. Monitor news coverage and:
 - Provide answers and written materials to reporters who are at the field command post location.
 - Work with the media relations coordinator to locate appropriate staff for one-on-one interviews when warranted.
 - Escort reporters and photographers through the field command post as necessary.
 - Set up facility for on-site news conferences and facilitate "pool" coverage when necessary.
 - Provide direction to field locations as appropriate.

ENCL v TO TAB c TO APP IV TO ANNEX B TO CHARLESTON O&H ACP
COMMUNITY RELATIONS

1. **STAFFING.** Positions in this group are staffed by experienced public outreach, legislative or public affairs/information specialists that have local knowledge of the area and governmental affairs of South Carolina.

2. **RESPONSIBILITIES.** The community relations group reports to the JIC deputy supervisor and is responsible for responding to inquiries from citizens, organizations and local, state and Congressional representatives or staffs. Determines information needs of the local community and discusses methods to meet those needs with the JIC deputy supervisor and the lead PAO. Following are specific responsibilities for this group.

a. **COMMUNITY RELATIONS COORDINATOR.** Responsible for ensuring that an effective community relations group is established. The community relations coordinator will:

- Make sure activities are coordinated among the various agencies and the responsible party.
- Determine information needs of the local community (including "rumors") and discusses methods to meet those needs with the JIC supervisor and lead PAO.
- Establish point-of-contact for local citizens to obtain spill/release information.
- Convey citizen issues to the JIC supervisor and lead PAO.
- Assess need to establish community spill information repository or information center.
- Assess possibility of utilizing community cable access.

b. **COMMUNITY RELATIONS STAFF.** The community relations staff will:

- Represent their respective agency or the responsible party.
- Respond to inquiries from citizens, organizations and governmental entities.
- Monitor the "pulse" of the local community.
- Provide "rumor" information to the community relations coordinator for assessment.
- Discuss information needs and determine appropriate methods to meet those needs with the community relations coordinator.
- Coordinate visits and tours by government officials.

ENCL vi TO TAB c TO APP IV TO ANNEX B TO CHARLESTON O&H ACP
INTERNAL RELATIONS

1. **STAFFING.** Experienced public affairs/information specialists staff positions in this group.

2. **RESPONSIBILITIES.** The internal relations group reports to the JIC deputy supervisor and is responsible for gathering specific information about the response effort directly from the Finance, Logistics, Operations and Planning sections. The internal relations staff will work closely with the appropriate section chief and/or the designated section public information contact. Information gathered is ultimately provided to the lead PAO for dissemination to the public. This information, once collected, will be provided back to the members of the Finance, Logistics, Operations and Planning sections via periodic "all hands" briefs.

a. **INTERNAL RELATIONS COORDINATOR.** Responsible for ensuring that an effective internal relations group is established. In a small-scale response the internal relations coordinator may be tasked with performing the duties of the section liaisons. Additionally, the internal relations coordinator will:

- Make sure activities are coordinated among the Finance, Logistics, Operations and Planning liaisons.
- Provide information gathered to the JIC deputy supervisor.
- Determine information needs of the section staffs and conduct appropriate staff briefs as needed.

b. **FINANCE/LOGISTICS LIAISON.** At a minimum, obtain the following information:

- Noteworthy logistical activities (equipment from out-of-state, etc.).
- Claims process information.
- Total number of people involved in the response effort.

c. **OPERATIONS/PLANNING LIAISON.** At a minimum, obtain the following information:

- Relevant vessel/facility information (name, owner, size, type, damage).
- Status of salvage operations.
- Size of the spill/release (including trajectories).
- Material spilled/released.
- Amount of material recovered.
- Waste storage and disposal activities.
- Location of equipment and staging areas.
- Safety restrictions or advisories.
- Impact on environmentally sensitive areas.
- Impact on wildlife, status of wildlife rehabilitation efforts.
- Incident Action Plan status (obtain copy when complete).

TAB d TO APPENDIX IV TO ANNEX B TO THE CHARLESTON OIL & HAZMAT ACP
MEDIA RELEASE SAMPLE

The **media release** should be prepared on official letterhead or in a prescribed media release format (see the following example). It should always include a point of contact's name and work telephone number for additional information. The media release should be sent by the most expeditious manner (facsimile is the preferred method). A wide distribution can be accomplished quickly by sending the release to the local wire services.

While it is not necessary to send a news release to every news agency listed, care should be taken not to give the appearance of giving one media outlet or entity preferential or exclusive access. A copy of the news release should be provided to the Unified Command staff and posted in the Command Center.

An updated press release should be prepared at regular intervals so that the media can be continually informed of progress. Distributing a media release by 0900 and 1600 on a daily basis will place timely information in the hands of the television and radio media for inclusion in the noon and evening news summaries. For the print media, an evening press release is recommended to provide a final update for the day. This daily press release, provided as often as necessary, should continue until the pollution incident has been concluded, or there is no more media interest.

U. S. COAST GUARD NEWS

U. S. Coast Guard Marine Safety Office
196 Tradd Street
Charleston, South Carolina, 29401-1899
Contact: [Name of PAO], Public Affairs Officer
Telephone: (843)720-7701 Fax: (843)720-7705

FOR IMMEDIATE RELEASE

[Time] [Date]

[TITLE]

[Body of Text - start with an action line, such as; "The U.S Coast Guard, South Carolina Department of Health and Environmental Control and Acme Oil Company have established a unified command staff to aggressively and effectively respond to the oil spill which occurred this morning at the Acme Terminal on the Cooper River"]

[Amplify and provide any needed background information]

[Provide point-of-contact if different from the PAO listed above]

-USCG-

ENCL i TO TAB d TO APP IV TO ANNEX B TO THE CHARLESTON O&H ACP
MEDIA GUIDANCE REGARDING THE OIL SPILL LIABILITY TRUST FUND

1. GENERAL. The following information on the Oil Spill Liability Trust Fund has been developed by the United States Coast Guard NATIONAL POLLUTION FUNDS CENTER 4200 Wilson Blvd., Suite 1000 Arlington, VA 22203-1804. This section contains general media guidance, and guidance for three scenarios involving vessels in the Coastal Area.

2. GENERAL PRESS GUIDANCE.

a. What is the Oil Spill Liability Trust Fund (OSLTF)?

It is a billion-dollar fund established as a secondary source of money to pay for certain costs and damages associated with oil spills. The OSLTF is used when there is no responsible party or guarantor, or costs have exceeded the responsible party's limit of liability and the responsible party or guarantor is not paying above their limit. The National Pollution Funds Center (NPFC) publishes an informational brochure and Annual Report that may be obtained by calling (703) 235-4710.

b. What is the National Pollution Funds Center?

It is a Coast Guard command that administers the Oil Spill Liability Trust Fund.

c. You mentioned damages. What types of damages are the responsible parties liable for?

- Natural Resources Damages
- Real or Personal Property Damages
- Loss of Subsistence Use
- Lost Revenues
- Lost Profits or Earning Capacity
- Increased Cost of Public Services

d. Does the National Pollution Funds Center (NPFC) have guidance about how claims should be submitted?

Yes, the NPFC publishes a "Claimant's Information Guide" which may be obtained by calling 1-800-280-7118 or by writing to the National Pollution Funds Center, 4200 Wilson Blvd., Suite 1000, Arlington, VA, 22203-1804.

e. How much money is in the Oil Spill Liability Trust Fund?

The level varies but is generally around \$1 billion. Out of the \$1 billion in the Parent Fund, there is \$-- million available, in the Emergency Fund portion of the OSLTF, for removal and initiation actions. ----- dollars have already been committed to this effort.

(Note: Specific information can be obtained from the NPFC case officer or regional manager by calling (703) 235-4756.)

f. Is there a maximum amount that can be spent?

Yes, the maximum allowed by law for any one incident is \$1 billion. Of that, not more than \$500 million may be spent on Natural Resource Damages.

g. How is the fund (OSLTF) be replenished?

The Fund is replenished with reimbursements from responsible parties, assessments of fines and penalties against spillers, and interest earned on the principal in the Fund. Additionally, the Coast Guard could seek a supplemental appropriation from Congress to replenish the Emergency Fund. Reinstatement of the tax on domestic and imported oil may be needed to replenish the OSLTF.

3. SCENARIO I. The responsible party has agreed to pay removal costs and damages.

a. Who is paying for the cleanup?

The (M/V-----) has been designated by the Coast Guard as the source of the discharge. According to the Oil Pollution Act of 1990 (OPA 90), the owner/operator of the source responsible for the discharge, as well as the guarantor of record, are responsible for payment of the removal (cleanup) costs and damages resulting from the spill. (Note: the identification of the designated source may be obtained from the FOSC or NPFC regional manager at (703) 235-4756.)

b. How much do they have to pay?

Generally, under OPA 90 a party responsible for a discharge must pay for all removal costs and damages up to their limit of liability.

c. What is their limit of liability?

Based on the gross tonnage and type of vessel, the OPA limit of liability is \$----- for this vessel. (Note: Call NPFC's Vessel Certification functional area at (703) 235-4810 to obtain Certificate Of Financial Responsibility (COFR) information. General liability limits, as defined by law, for vessels of different classes and tonnage, are provided in enclosure (1) to this Tab.)

d. What happens if the costs exceed their legal limit of liability?

We encourage the responsible party to continue to pay for all removal costs and damages in order to prevent disruption of the removal effort. The responsible party may file a claim with the NPFC for costs over and above their limit of liability. However, if they choose not to provide funds over their limit of liability, the Oil Spill Liability Trust Fund may be used to pay for removal costs and damages.

e. How can people who have been damaged receive compensation?

The responsible party and guarantor have been notified of the OPA designation of the vessel or facility as the source of the spill. They have 15 days from the date of designation to advertise the designation and the procedures people may use to present claims. In this instance the responsible party has already published a telephone number to call and an address to send claims. They are: (obtain this information from the FOSC, the responsible party, or NPFC's regional manager.)

f. Can I ask for and receive a partial payment on my claim without jeopardizing my right to a full recovery under OPA-90?

The Coast Guard has encouraged the Responsible Party to make partial payments on claims in order to minimize the financial impact of the spill on claimants. A partial or interim claims payment does not limit your right to full recovery under OPA-90 or other laws.

g. What happens if they don't pay a claim?

Generally, if a claim has not been settled 90 days after filing, the claimant can elect to commence action in court against the responsible party or present a claim to the National Pollution Funds Center (NPFC). State claims are permitted to go directly to the NPFC.

h. Can claimants go to the NPFC directly?

No, generally claimants must first present their claims to the responsible party or guarantor.

i. Who is the guarantor?

The guarantor, for the M/V ----- is -----, but call 1-800----- about filing a claim. (Note: Call NPFC's Vessel Certification functional area at (703) 235-4810 to obtain Certificate Of Financial Responsibility (COFR) information.) Most commercial vessels operating in U.S. waters are required to show evidence of financial responsibility or, if you will, a guaranty. Based upon that evidence the NPFC issues a Certificate Of Financial Responsibility (COFR). This COFR guaranty ensures that, in the event of a spill, the responsible party has sufficient assets to pay for removal and damage costs up to their limit of liability. If they don't, the guarantor promises to pay up to the responsible party's limit of liability.

j. We know the responsible party is paying for the cleanup contractors. Who is paying for all the Coast Guard and other federal agencies that are participating in the effort?

All federal removal costs are being documented and charged to the OSLTF. The NPFC will compile these costs, and then bill the responsible party and guarantor.

k. What if the responsible party can't or will not pay for cleanup costs and damages?

As I stated earlier, prior to the vessel operating in U.S. waters, its owner and operator must obtain a Certificate of Financial Responsibility (COFR). This COFR is only issued if the owner and operator show proof that funds will be available, up to the vessel's limit of liability, to pay for this effort.

If cleanup costs exceed the vessel's limit of liability, then either the responsible party, or the OSLTF, will be available to pay for cleanup and damages resulting from this spill.

l. How will the Natural Resource Damages be assessed?

Refer this question to the lead Federal Natural Resource Trustee.

m. How will the people responsible for natural resources start to assess the cost of damages to wildlife, trees, shorelines, etc.?

We anticipate the Federal Natural Resource Trustees, working together, will ask the responsible party for funds to start the natural resource damage assessment. If the responsible party declines to provide funds for the initiation of a Natural Resource Damage Assessment, monies may be obtained from the National Pollution Funds Center for this purpose.

n. If the responsible party decides not to process claims, for uncompensated removal costs or damages resulting from the spill, will the NPFC set up a claims office?

It is our understanding that the Responsible Party, and their guarantors, have been very responsive so far. We expect they will continue to handle all claims directly. However, if they do not continue to handle claims, the National Pollution Funds Center (NPFC) will handle damage claims. If the extent of damages warrants, a local claims office will be established. You will soon hear or see notices in local newspapers, radio and television.

4. SCENARIO II. There has been an oil spill but no responsible party has been identified--a so called "mystery spill."

a. Who is paying for the cleanup?

Until we can identify the source of the oil spill and the party responsible for it, the costs are being paid out of the Oil Spill Liability Trust Fund.

b. What happens if the cost of cleanup and damages exceeds the amount available in the Emergency Fund?

Costs for cleanup and the "initiation of natural resource damage assessments" are paid out of the Emergency Fund. The larger, Parent Fund, is used to pay for damages. The Emergency Fund can be replenished by a Congressional appropriation. The Oil Pollution Act of 1990 limits the amount that can be spent on any one incident to \$1 billion. Of that, not more than \$500 million may be spent on Natural Resource Damages.

c. How can people who have been damaged receive compensation?

In cases like this, where there is no responsible party, claims may be submitted directly to the National Pollution Funds Center, 4200 Wilson Blvd., Suite 1000, Arlington, VA., 22203-1804. You can get a copy of NPFC's Claimant's Guide by calling 1-800 280-7118. However, in accordance with the decision of the Comptroller General, Natural Resource Trustees may not

submit claims for Natural Resource Damages to the National Pollution Funds Center. They may seek restoration funds through the appropriations process.

d. How soon will claimants receive compensation?

The NPFC will evaluate each claim on its own merit, in the order they are received. The key element in a speedy claims settlement is good documentation. The claimant must provide proof of the damages incurred and show the link to the oil spill. In the case of uncompensated removal costs, coordination with the Federal On-Scene Coordinator (FOSC) is important to establish that the actions taken were consistent with the National Contingency Plan.

e. Can I receive a partial payment on my claim without jeopardizing my right to a full recovery under OPA-90?

The NPFC does make partial payments from the OSLTF when appropriate. A partial or interim claims payment does not limit your right to full recovery under OPA-90 or other laws.

f. What about money the federal government has already spent on cleaning up this oil?

We are documenting all our costs. The NPFC will compile the appropriate costs and bill the responsible party if and when identified.

5. SCENARIO III. The responsible party denies designation.

a. Can the Responsible Party "walk away" from the spill? Doesn't the law require the source to pay for removal and damages?

Yes, under the Oil Pollution Act of 1990 (OPA 90), the responsible party is liable for removal costs and damages up to their limit of liability, unless that limit is broken for some reason, such as gross negligence. In this case the Coast Guard designated (-----) as the source of the spill. (-----) has denied this designation. (Note: this information may be obtained from NPFC's case officer or regional manager at (703) 235-4756.) Denial of designation doesn't relieve a source of OPA 90 liability.

b. What happens now? Who will pay for removal costs?

The Federal On-Scene Coordinator (FOSC), using funds from the Oil Spill Liability Trust Fund, will be responsible for the removal effort.

c. What about claims for damages?

In the absence of a responsible party, the National Pollution Funds Center (NPFC) will handle claims. If the extent of damages warrants, a local claims office will be established. You will soon hear or see notices in local newspapers, radio and television about this. You may call NPFC's claims staff to get a copy of NPFC's Claimant's Guide by calling 1-800 280-7118.

d. Can I ask for and receive a partial payment on my claim without jeopardizing my right to a full recovery under OPA-90?

The NPFC does make partial payments from the OSLTF when appropriate. A partial or interim claims payment does not limit your right to full recovery under OPA-90 or other laws.

e. Is the federal government going to get stuck with the cleanup bill?

Hopefully not. We are documenting all our costs. The NPFC will compile the appropriate costs and bill the responsible party. The law also provides for direct access to the responsible party's guarantor to recover costs. If necessary, the U.S. can bring suit against the responsible party and their guarantor, through the Department of Justice.

TAB e TO APPENDIX IV TO ANNEX B TO THE CHARLESTON OIL & HAZMAT ACP
SAMPLE FACT SHEET

The **fact sheet** is designed to provide the media with important details about the spill cleanup operations, and identifies a point of contact that the media can call if they need more information. Fact sheets should be updated at least daily or whenever situational changes warrant.

MEDIA FACT SHEET

U.S. COAST GUARD MARINE SAFETY OFFICE CHARLESTON
FACT SHEET

CONTACT:

PHONE:

FAX:

SITUATION:

WHAT:

WHEN:

WHERE:

WHO:

HOW:

WHY:

AVAILABLE VISUALS:

AMPLIFYING INFORMATION:

TAB f TO APPENDIX IV TO ANNEX B TO THE CHARLESTON OIL & HAZMAT ACP
SAMPLE PORT COMMUNITY INFORMATION BULLETIN

A **Port Community Information Bulletin (PCIB)** should be prepared to inform the local port community (The Maritime Association, agents, shippers, pilots, marinas, etc.) of any action which may have an adverse impact on maritime well being or which the port community may have a general interest (see the following example). The PCIB should be sent by the most expeditious manner (facsimile is the preferred method).

PORT COMMUNITY INFORMATION BULLETIN

- YR

[TITLE]

[Body of Text - Effective 10:00 A.M. local, 07 October 1996, Coast Guard Captain of the Port Charleston has established a Safety Zone in the vicinity of the Acme Oil Terminal dock on the Cooper River. No vessel may enter the zone without the permission of the Captain of the Port.

All mariners are advised to use precaution when transiting in this area so as not to impede the operations of any pollution cleanup vessels.]

F. J. Sturm
Commander, U.S. Coast Guard
Captain of the Port
Charleston, South Carolina

TAB g TO APPENDIX IV TO ANNEX B TO THE CHARLESTON OIL & HAZMAT ACP
CHECKLIST FOR PUBLIC AFFAIRS RESPONSE TO POLLUTION INCIDENTS

- ____ 1. Designate an incident PAO. This person may change with time from a unit officer to a PIAT member to a District officer to a senior officer from another command. Make sure all PAs know who the PAO is and understand that the PAO reports to the OSC.
- ____ 2. Complete facts sheet (B-IV-e) and prepare a 30-second media statement (about 150 words maximum).
- ____ 3. Record media statement on voice-mail, record-a-phone or similar automatic message service so media can get updates.
- ____ 4. Establish a phone screening system (watchstanders, automated, etc.) that directs news media to prerecorded update.
- ____ 5. Have three phone lines available for public affairs use: incoming (published), outgoing (unpublished), and FAX.
- ____ 6. Contact district (dpa) at outset of any actual medium spill or larger to arrange for PA backup. May be TAD PAs or referral of media calls to (dpa) or some variation.
- ____ 7. Contact NSFCC, PIAT to alert in case of any potential major incident (if not already done as part of 6 above). Note: OSC may request PIAT assistance at any time regardless of spill size.
- ____ 8. Update fact sheet (B-IV-f) at least daily and fax or phone update to major media outlets.
- ____ 9. Schedule a media availability with the OSC at least daily when media interest is great (if unsure if needed, ask reporters; they will tell you whether the story is worth a trip to your unit).
- ____ 10. The primary purpose of the news conference/media availability is to put forth the OSC's assessment of the progress of the response, its secondary purpose is to answer media questions. Use B-IV-f as the primary tool for briefings.
- ____ 11. In major spills, designate a Community Relations Coordinator to handle VIP visitors (see B-IV-d-v). Do not assign this function to the PAO.
- ____ 12. In major spills of high interest, designate an OSC aide. Access to the OSC and the OSC's time is critical in such incidents and must be scheduled carefully.
- ____ 13. Require the PAO to brief the OSC each morning on the media coverage of the incident and the specific public affairs goals for the day. The OSC should update the fact sheet at this time.

_____14. Establish a Joint Information Center if the size of the incident requires it (see B-IV-d-1). Only the OSC or the OSC's spokesperson speaks for all agencies, but each agency can speak for itself.

ANNEX C
PLANNING SECTION

APPENDIX

I: PLANNING SECTION ORGANIZATION

Tab a: Planning Section Chief

Tab b: Situation Unit

- Encl:***
- i. Display Processor
 - ii. Field Observer
 - iii. Trajectory Analysis Specialist
 - iv. Geographic Information System (GIS) Specialist
 - v. Resources at Risk (RAR) Technical Specialist

Tab c: Resources Unit

- Encl:***
- i. Check-in Recorder
 - ii. Volunteer Utilization Coordinator

Tab d: Documentation/Historian Unit

Tab e: Demobilization Unit

Tab f: Technical Specialists

- Encl:***
- i. Legal Specialist
 - EXHIBIT 1 - Federal Environmental Statutes
 - EXHIBIT 2 - State Environmental Statutes
 - ii. Scientific Support Coordinator
 - iii. Disposal (Waste Management) Specialist
 - iv. Alternative Response Technology

II: GENERAL PROTECTION STRATEGY PRIORITIES

Tab a: Surface Water Intakes, Municipal and Industrial

Tab b: Endangered Species Act (ESA) Consultations

Tab c: Chemical Countermeasures

Tab d: National Historic Preservation Act (NHPA) Considerations

ANNEX C TO THE CHARLESTON OIL AND HAZMAT AREA CONTINGENCY PLAN
PLANNING

Reference: (a) 40 CFR 300, National Contingency Plan
(b) PL 101-380, Oil Pollution Act of 1990
(c) 33 USC 1321, Federal Water Pollution Control Act of 1977
(d) 42 USC 9601, Comprehensive Environmental Response, Compensation, and Liability Act of 1980
(e) 33 CFR 6.01-3 et seq, Captain of the Port

1. BACKGROUND. Response planning is an ongoing process that starts well before an incident occurs. It is also undertaken at several levels in an effort to ensure a consistent national, regional and local approach. The below listed groups demonstrate the various levels of this process, with each level being more narrowly focused than its predecessor.

a. National Response Team (NRT). The NRT's membership consists of 15 federal agencies with responsibilities, interests and expertise in various aspects of emergency response to pollution incidents. The EPA serves as chairman and the Coast Guard serves as vice-chairman of the NRT, except when activated for a specific incident. The NRT is primarily a national planning, policy and coordination body and does not respond directly to incidents. The NRT provides policy guidance prior to an incident and assistance as requested by an FOSC via an RRT during an incident. NRT assistance usually takes the form of technical advice, access to additional resources/equipment, or coordination with other RRTs.

b. Regional Response Team. There are 13 RRTs, one for each of the ten federal regions and Alaska, the Caribbean and the Pacific Basin. Each RRT has Federal and State representation. EPA and the Coast Guard co-chair the RRTs. The Charleston geographic area falls under the cognizance of Region IV. Like the NRT, RRTs are planning, policy and coordinating bodies, and do not respond directly to incidents. The RRTs develop Regional Contingency Plans for their regions. These plans address region specific issues and provide guidance to the FOSCs for developing their area plans. The RRTs also provide one level of review for the Area Contingency Plans. The RRTs may be activated for specific incidents when requested by the FOSC. If the assistance requested by an FOSC exceeds an RRT's capability, the RRT may request assistance from the NRT. During an incident the RRT may either be alerted by telephone or convened. The cognizant RRTs will also be consulted by the FOSC on the approval/disapproval of the use of chemical countermeasures when that decision has not been preapproved

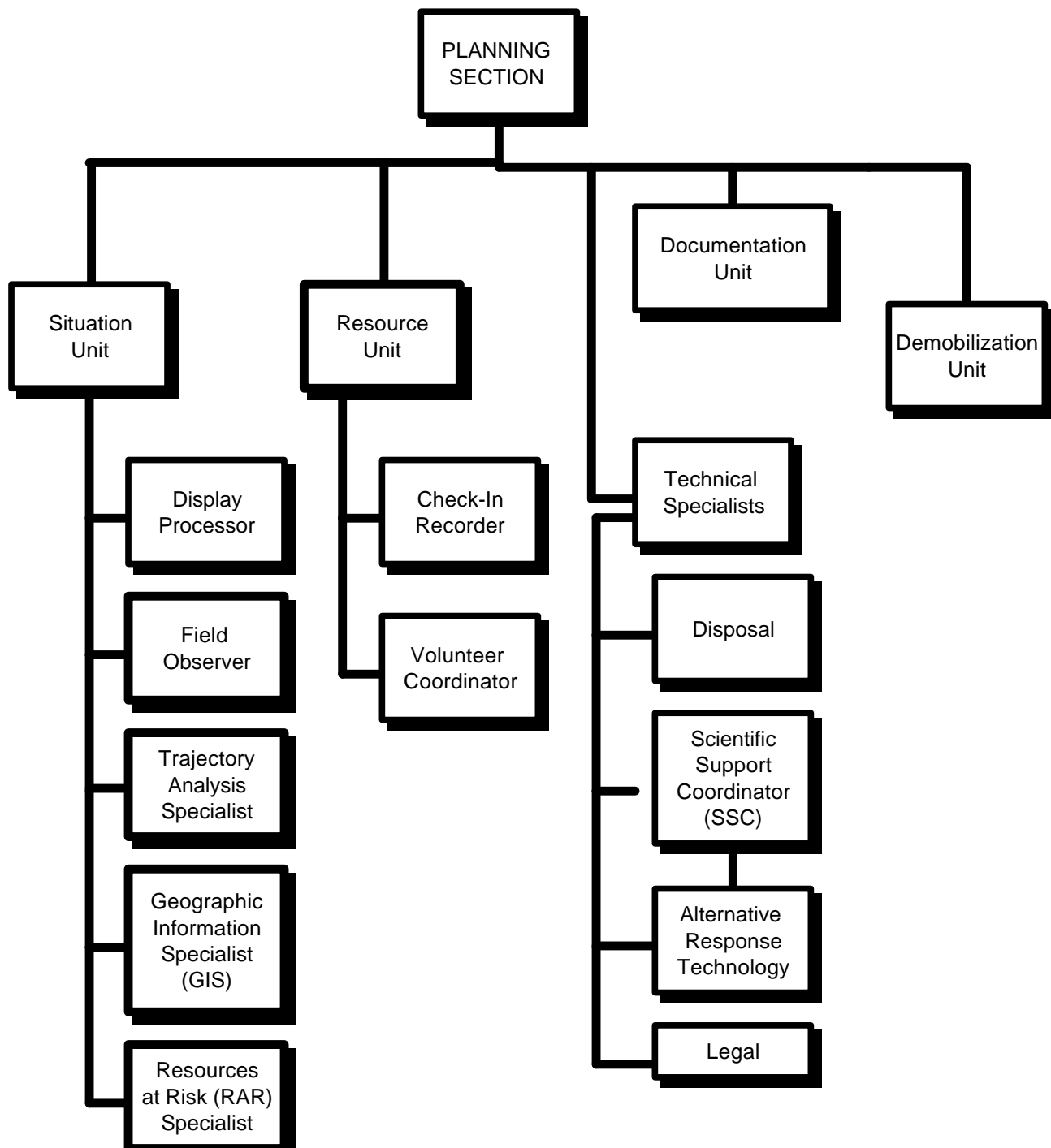
c. Local Area Committee. The primary role of the Area Committee is to act as a planning body. Area Committees are made up of experienced environmental/response representatives from Federal, State and local government agencies with definitive responsibilities for the area's environmental integrity. Each member is empowered by their own agency to make decisions on behalf of the agency and to commit the agency to carrying out roles and responsibilities as described in this plan. The predesignated Federal On-scene Coordinator (FOSC) for the area will serve as chairman of the Committee. He/she will designate the vice-chairman, select the Committee members, and provide general direction and guidance for the Committee. The FOSC should solicit the advice of the RRT to determine appropriate representatives from federal and state agencies.

4. Local Area Subcommittees. The Area Committee is encouraged to solicit advice, guidance, or expertise from all appropriate sources and establish subcommittees as necessary to accomplish the preparedness and planning tasks. Subcommittee participants may include facility owners/operators, shipping company representatives, cleanup contractors, emergency response officials, marine pilots associations, academics, environmental groups, consultants, response organizations and concerned citizens. The FOSC will appoint the subcommittee members and direct the Area Committee's development and maintenance of the Area Contingency Plan.

e. Incident Response Planning. During an actual, protracted, response a Planning Section will normally be staffed within the Unified Command.

2. PLANNING SECTION. The Planning Section is responsible for the collection, evaluation and dissemination of information relating to the current status of the incident and forecasted conditions. The Planning Section works closely with the Operations Section, at the earliest phases of the response, to develop an incident action plan. This includes the development of strategies to be used for future equipment deployment and manpower utilization. Also responsible for updating and maintaining all situation status reports for use by the Incident Commander, other sections and general briefings. The Planning Section Chief and each branch should incorporate the appropriate members from the Unified Command agencies and/or their contractors. The following Tabs identify the subunits that may be assigned to the Planning Section and their associated responsibilities.

APPENDIX I TO ANNEX C OF THE CHARLESTON OIL & HAZMAT ACP
PLANNING SECTION ORGANIZATION



TAB a TO APPENDIX I TO ANNEX C OF THE CHARLESTON OIL & HAZMAT ACP
PLANNING SECTION CHIEF

The **Planning Section Chief** is responsible for providing adequate personnel, goods and information management evaluation regarding incident status and resources. At least one Coast Guard officer shall be assigned to the Planning Section and shall:

- ◆ Review common responsibilities.
- ◆ Implement and manage the Planning Section branches and units needed to proactively accomplish Planning Section actions.
- ◆ Anticipate the need for information describing the status of the response and manage the system required to collect and disseminate response information.
- ◆ Provide detailed Incident Action Plans based on projected response needs to the Unified Command.
- ◆ Support the Unified Command by evaluating alternative strategies and tactical operation plans that anticipate changing requirements.
- ◆ Compile and display information with respect to quantity of oil, loss rate, projected total loss before spill source is secured, weather conditions, current and projected trajectory over time.
- ◆ Recommend changes to the UCS organization that anticipate response requirements.
- ◆ Evaluate and report to the Unified Command on status of Section's assigned responsibilities, as scheduled.
- ◆ Ensure the incident is fully documented and logs, records, and files are organized for use after the incident.
- ◆ Maintain Unit Activity Log (ICS 214).

TAB b TO APPENDIX I TO ANNEX C TO THE CHARLESTON OIL & HAZMAT ACP
SITUATION UNIT

The Situation Unit is responsible for collecting, processing and organizing information, preparing situation summaries, and developing projections and forecasts of future events related to the incident. The Situation Unit also prepares maps and information for use in the incident action plan. The Situation Unit shall:

- ◆ Collect, process and organize incident related information to include:
 - casualty information;
 - discharge information, observations, and forecasts;
 - field reports (e.g. POLREPs, SITREPs);
 - environmental observations and forecasts;
 - impacts to natural and economic resources; and
 - the status of response operations.
- ◆ Ensure a command post display is prepared and maintained.
- ◆ Prepare situation summaries.
- ◆ Develop projections and forecasts of future events related to the incident.
- ◆ Prepare maps and charts for incorporation in the Incident Action Plan.
- ◆ Report to the Planning Section Chief on the situation status, as scheduled.

ENCL i TO TAB b TO APP I TO ANNEX C TO THE CHARLESTON O&H ACP
DISPLAY PROCESSOR

The **Display Processor** is responsible for the display of incident status information obtained from Field Observers, resource status reports, aerial and ortho photographs, and infrared data.

- ◆ Review Common Responsibilities.
- ◆ Determine:
 - Location of work assignments.
 - Numbers, types and locations of displays required.
 - Priorities.
 - Map requirements for Incident Action Plan.
 - Time limits for completion.
 - Field Observer assignments and communications means.
- ◆ Obtain necessary equipment and supplies.
- ◆ Obtain copy of Incident Action Plan for each operational period.
- ◆ Assist Situation Unit Leader in analyzing and evaluating field reports.
- ◆ Develop required displays in accordance with time limits for completion.

ENCL ii TO TAB b TO APP I TO ANNEX C TO THE CHARLESTON O&H ACP
FIELD OBSERVER

The **Field Observer** is responsible to collect situation information from personal observations at the incident and provide this information to the Situation Unit Leader.

- ◆ Review Common Responsibilities.
- ◆ Determine:
 - Location of assignment.
 - Type of information required.
 - Time limits for completion.
 - Method of communication.
 - Method of transportation.
- ◆ Obtain copy of Incident Action Plan for the Operational Period.
- ◆ Obtain necessary equipment and supplies.
- ◆ Perform Field Observer responsibilities to include but not limited to the following:
 - Perimeters of incident.
 - Locations of oil concentration.
 - Rates of spread.
 - Weather conditions.
 - Hazards.
 - Progress of Operation resources.
- ◆ Be prepared to identify all facility locations (e.g., helispots, Division and Branch boundaries).
- ◆ Report information to Situation Unit Leader by established procedure.
- ◆ Report immediately any condition observed which may cause danger and safety hazard to personnel.
- ◆ Gather intelligence that will lead to accurate predictions.

ENCL iii TO TAB b TO APP I TO ANNEX C TO THE CHARLESTON O&H ACP
TRAJECTORY ANALYSIS SPECIALIST

The **Trajectory Analysis Specialist** is responsible for providing to the Unified Command projections and estimates of the movement and behavior of the spill. The specialist will combine visual observations, remote-sensing information, computer modeling as well as observed and predicted tidal, current and weather data to form these analyses. Additionally, the specialist is responsible for interfacing with local experts (weather service, academia, researchers, etc.) in formulating these analyses. Trajectory maps, overflight maps, tides and current data, and weather forecasts will be supplied by the specialist to the Situation Unit for dissemination throughout the Command Post.

- ◆ Review Common Responsibilities.
- ◆ Schedule and conduct spill observations/ overflights as needed.
- ◆ Gather pertinent information on tides, currents and weather from all available sources.
- ◆ Provide trajectory and overflight maps, weather forecasts, tidal and current information.
- ◆ Provide briefing on observations and analyses to the proper personnel.
- ◆ Demobilize in accordance with the Demobilization Plan.
- ◆ Maintain Unit/Activity Log (ICS 214).

ENCL iv TO TAB b TO APP I TO ANNEX C TO THE CHARLESTON O&H ACP
GEOGRAPHIC INFORMATION SYSTEM (GIS) SPECIALIST

The **Geographic Information System (GIS) Specialist** is responsible for gathering and compiling updated spill information and providing various map products to the incident. The GIS team will work with the Situation Unit and the information management officer to ensure accurate and rapid dissemination of oil spill information to the ICS.

- ◆ Review Common Responsibilities.
- ◆ Determine resource needs.
- ◆ Participate in planning meetings as required.
- ◆ Gather and compile data from the different incident-sections.
- ◆ Provide maps for various components of the incident.
- ◆ Provide status reports to appropriate requesters.
- ◆ Maintain Unit/Activity Log (ICS 214).

ENCL v TO TAB b TO APP I TO ANNEX C TO THE CHARLESTON O&H ACP
RESOURCES AT RISK (RAR) TECHNICAL SPECIALIST

The **Resources at Risk Technical (RAR) Specialist** is responsible for the identification of resources thought to be at risk from exposure to the spilled oil through the analysis of known and anticipated oil movement and the location of natural, cultural, and economic resources. The Resources at Risk Technical Specialist considers the relative importance of the resources and the relative risk to develop a priority list for protection.

- ◆ Review Common Responsibilities.
- ◆ Participate in planning meetings as required.
- ◆ Determine resource needs.
- ◆ Obtain current and forecasted status information from Situation Unit.
- ◆ Identify natural resources at risk.
- ◆ Identify archaeo-cultural resources at risk.
- ◆ Identify socioeconomic resources at risk.
- ◆ Develop a prioritized list of the resources at risk for use by the Planning Section.
- ◆ Provide status reports to appropriate requesters.
- ◆ Maintain Unit/Activity Log (ICS 214).

TAB c TO APP I TO ANNEX C TO THE CHARLESTON OIL & HAZMAT ACP
RESOURCES UNIT

The **Resources Unit** is responsible for checking assigned personnel and resources into the incident, and keeping track of the status of all resources attendant to the incident. The Resources Unit shall:

- ◆ Review common responsibilities.
- ◆ Collect, analyze, and disseminate information about the status of current and projected response resources, including:
 - personnel;
 - equipment;
 - vessels;
 - aircraft;
 - vehicles;
 - facilities;
 - materials and supplies.
- ◆ Maintain the command post display (resources allocation and deployment).
- ◆ Gather, post, and maintain incident resource status.
- ◆ Maintain master list of resources checked in at the incident.
- ◆ Prepare Organization Assignment List and Organization Chart.
- ◆ Confirm dispatch, and estimated time, of arrival for ordered resources.
- ◆ Report to the Planning Section Chief on the status of resources, as scheduled.
- ◆ Maintain Unit Activity Log (ICS 214).

ENCL i TO TAB c TO APP I TO ANNEX C TO THE CHARLESTON O&H ACP
CHECK-IN RECORDER

Check-in recorders are needed at each check-in location to ensure that all resources assigned to an incident are accounted for.

- ◆ Review Common Responsibilities.
- ◆ Obtain work materials, including Check-in Lists (ICS Form 211).
- ◆ Establish communications with the Communication Center.
- ◆ Post signs so that arriving resources can easily find the check-in locations.
- ◆ Record check-in information on Check-in Lists (ICS Form 211).
- ◆ Transmit check-in information to Resources Unit on regular pre-arranged schedule.
- ◆ Forward completed Check-in Lists and Status Change Cards to the Resources Unit.

ENCL ii TO TAB c TO APP I TO ANNEX C TO THE CHARLESTON O&H ACP
VOLUNTEER UTILIZATION COORDINATOR

The **Volunteer Utilization Coordinator** manages procedures that allow for the use of volunteers in such areas as beach surveillance, logistical support, bird and wildlife treatment and scientific investigations are outlined in the National Contingency Plan. Normally, volunteers should not be used for physical removal of pollutants. If the pollutant is toxic, or if in the judgment of the Incident Commander other dangerous conditions exist, volunteers shall not be permitted at on-scene operations.

It is probable that most clean up activities following an oil spill will take place primarily in the public domain (e.g., public water and beaches). Most medium and major oil spills may attract large numbers of volunteers who wish to assist with the clean up activities. Oil spill contractors and private companies have no authority to direct the activities of private individuals who enter the public domain to help in cleanup operations. Normally oil spill contractors cannot order volunteers off the scene on their own authority. With regard to practicality, it often requires a considerable number of trained personnel to organize, direct, and supervise large groups of volunteers. If adequate supervision is not provided, the volunteers could do more harm than good. Finally, serious problems could arise as to compensation, feeding, sheltering, and health care of volunteers.

If it is decided that volunteers are able to make useful contributions to the resolution of the pollution incident, the Volunteer Unit shall:

- ◆ Manage and coordinate the processing of private individuals and public groups volunteering to perform response operations.
- ◆ Plan, document, and account for volunteer coordination and processing.
- ◆ Manage the training, qualification, and certification process needed to convert private volunteers into qualified emergency response workers.
- ◆ Establish and manage volunteer processing sites needed to inform potential volunteers of response requirements.
- ◆ Coordinate authorized response assignments made to qualified emergency response workers.
- ◆ Identify additional resources and logistics support needed to support volunteer processing.
- ◆ Report to the Planning Section Chief on the status of volunteer processing, as scheduled.

TAB d TO APPENDIX I TO ANNEX C TO CHARLESTON OIL & HAZMAT ACP
DOCUMENTATION/HISTORIAN UNIT

The **Documentation/Historian Unit Director** is responsible for maintaining accurate and complete incident files, including an accurate chronology of events, providing duplication services to incident personnel; filing maintaining and storing incident files for legal, analytical, and historical purposes. The Documentation/Historian Unit shall:

- ◆ Maintain an accurate chronology of the entire event.
- ◆ Develop and maintain the filing system for all incident files.
- ◆ Establish and maintain the master computer based response/event log.
- ◆ Provide duplicating services to incident personnel.
- ◆ Maintain and store files for legal, analytical and historical purposes.
- ◆ Maintain a clip file of any media items produced as a result of the incident.
- ◆ Provide daily reports of events to Operations and Planning Section Chiefs.

TAB e TO APPENDIX I TO ANNEX C TO THE CHARLESTON OIL & HAZMAT ACP
DEMOBILIZATION UNIT

Depending on the scope of resource commitment, this particular evolution could involve everyone. To forecast when it would occur and determine when to release resources due diminished effectiveness the National Strike Force, District Response Advisory Team, Scientific Support Coordinator and others should be consulted.

Responsibilities of the **Demobilization Unit** include coordinating the transition of resources from the incident back to their original location. The Demobilization Unit shall:

- ◆ Carefully monitor personnel and equipment utilization to ensure each is stood down or reassigned when appropriate.
- ◆ Ensure the safe, orderly, and cost-effective movement of personnel from the site of the incident when their services are no longer required.
- ◆ Report to the Planning Section Chief on status of past and future demobilization efforts, as scheduled.
- ◆ Publish plan for demobilization including scheduling of response gear cleaning.

TAB f TO APPENDIX I TO ANNEX C TO THE CHARLESTON OIL & HAZMAT ACP
TECHNICAL SPECIALISTS

Technical Specialists are advisors with special skills needed to support the incident. Technical Specialists may be assigned anywhere in the UCS/ICS organization, as is evidenced in this plan. If necessary, Technical Specialists may be formed into a separate unit. The Planning Section will maintain a list of available specialists and will assign them where needed. The following enclosures are examples of some of the positions that may be utilized during a response.

Many of the positions listed as enclosures to this Tab also appear in other portions of the organization. This was done purposely, to demonstrate the utilization of these Techs in various portions in the organization as the incident progresses and the staff size expands and contracts.

ENCL i TAB f TO APPENDIX I TO ANNEX C TO THE CHARLESTON O&H ACP
LEGAL SPECIALISTS

The **Legal Specialist** will act in an advisory capacity during a response.

- ◆ Review Common Responsibilities.
- ◆ Participate in planning meetings, if requested.
- ◆ Advise the Unified Command on legal issues relating to in-situ burning, use of dispersants and other alternative response technology.
- ◆ Advise the Unified Command on legal issues relating to Natural Resource Damage Assessment.
- ◆ Advise the Unified Command on legal issues relating to investigation.
- ◆ Advise the Unified Command on legal issues relating to finance and claims.
- ◆ Advise the Unified Command on response related issues.
- ◆ Maintaining a Unit/Activity Log (ICS 214).

EXH 1 TO ENCL i TAB f TO APP I TO ANNEX C TO THE CHARLESTON O&H ACP
FEDERAL ENVIRONMENTAL STATUTES

1. RIVERS AND HARBORS ACT OF 1899.

a. Federal Citation: 33 USC 401 et seq.

b. Primary Federal Regs: 33 CFR Parts 320 through 323.

c. Summary of Criminal Provisions: 33 USC 403 prohibits the un-permitted obstruction of any navigable waterway of the U.S.; includes building piers, wharves, jetties, etc. and excavating, dredging or otherwise modifying course, location, condition or capacity of navigable waters. 33 USC 407 (a.k.a. "The Refuse Act"), prohibits the throwing, discharging, depositing of any refuse into navigable waters or the placement of refuse on the banks of navigable waters where they are liable to be washed into navigable waters.

d. Elements of Selected Offenses:

1. 33 USC 403 and 406.

- Person or Corporation;
- obstructs, builds, excavates, fills, alters the course, condition, or capacity;
- of any navigable water of the U.S.;
- without a permit.

2. 33 USC 407 and 411.

- Person or Corporation;
- throws, discharges or deposits (or causes, suffers or procures such);
- from ship, barge, shore, etc.;
- any refuse matter of any kind or description;
- into navigable water of U.S.;
- without a permit.

OR

- Person or Corporation;
- places any material on bank of navigable water; in position where it is liable to be washed into water by tides, etc.;
- thereby possibly impeding navigation.

e. Penalties. Misdemeanor level offenses with maximum 1 year imprisonment and/or fines of up to \$100,000 for individuals and \$200,000 for corporations (see Alternative Fines Act 18 USC 3571). Violations of section 407/411 have mandatory minimum imprisonment of 30 days and fine of \$500. Violations of section 403/406 have mandatory minimum fine of \$500.

f. Miscellaneous Points.

- 5 year statute of limitations.
- Need proof of navigable water (not just waters of U.S.).
- Do not need proof of a point source.
- "Refuse" is very, very broad term - but does not include liquid municipal sewage.

2. **CLEAN WATER ACT (CWA) OF 1972 (a/k/a Federal Water Pollution Control Act).**

a. Federal Citation: 33 USC 1251 et seq.

b. Primary Federal Regs: 33 CFR Parts 324 to 336; 40 CFR Part 122-136, Part 401 et seq.

c. Summary of Criminal Provisions: Governs discharge of pollutants into waters of the U.S.; Majority of violations will fall into the following categories: (1) unpermitted (NPDES or 404) discharge of pollutants into waters of the U.S.; (2) discharges of pollutants into sewers systems/pretreatment violations; (3) knowing endangerment, i.e., placement of another in imminent danger of death or serious bodily injury during knowing discharge of pollutants; (4) false statements and/or tampering with monitoring devices; and (5) spills of oil or hazardous substances.

In additions, negligent or knowing violations of any of the following provisions are also subject to criminal penalties pursuant to 1319 (c):

1. Effluent discharge limitations (1311);
2. Water quality-based effluent limitations (1312);
3. New source performance standards (1316);
4. Permit requirements for discharge under an approved aquaculture project (1328);
5. Permit requirements for disposal of sewage sludge that results in any pollutants entering into the navigable waters (1345).

d. Elements of Selected Offenses:

1. 33 USC 1311(a) & 1319(c) - Direct Discharges:

- Any person who;
- knowingly/negligently discharges;
- a pollutant;
- from a point source;
- into waters of the U.S.;
- without an NPDES permit or in violation of a permit condition.

2. 33 USC 1317(d) and 1319(c):

- Any person who;
- knowingly negligently;
- operates a source;
- in such a manner as to result in a violation;
- of any effluent standard or prohibition or pretreatment standard.

3. 33 USC 1321 (b) (3) and 1319 (c):

- Any person who;
- discharges oil or hazardous substances;
- into or upon the navigable waters of U.S.;
- adjoining shorelines, or into or upon the waters of the contiguous zone.

OR

- in connection with activities under the Outer Continental Shelf Act of the Deep Waters Port Act of 1974.

OR

- which may affect natural resources belonging to, appertaining to, or under the exclusive management authority of the U.S.;
- in a reportable quantity.

4. 33 USC 1319 (c) - Pretreatment Violations:

- Any person who;
- knowingly/negligently;
- introduces into sewer system or POTW;
- a pollutant or hazardous substance which he/she knew or reasonably should have known would cause personal injury or property damage;

OR

- (was) other than in compliance with all applicable Federal, State, or local requirements or permits;

OR

- causes such treatment works to violate its effluent limits or conditions of its permit.

5. 33 USC 1319(c) (3) - Knowing Endangerment:

- Any person who;
- knowingly violates 1311, 1312, 1313, 1316, 1317, 1318, 1328, or 1345, or any permit condition or limitation implementing these sections contained in permits issued pursuant to 1342 or 1344;
- and knew at the time that he thereby put another person in imminent danger of death or serious bodily injury.

6. 33 USC 1319 (c) (4) - False Statements:

- Any person who;
 - knowingly;
 - makes a false material statement, representation, or certification in any application, record, plan or other document filed or maintained under the act;
- OR**
- falsifies, tampers with, or renders inaccurate any monitoring device or method required to be maintained under the Act.

7. 33 USC 1321(b)(5):

- Any person in charge of a vessel or of an onshore facility or an offshore facility who;
- fails to notify the designated Federal Agency as soon as he/she has knowledge;
- of any discharge of a "reportable quantity";
- of oil or a hazardous substance;
- from the vessel or facility;
- into navigable waters of U.S., adjoining shorelines, or into or upon the waters of the contiguous zone.

e. Penalties. Misdemeanor level offense for negligent violations with maximum 1-year imprisonment; fine of greater of either fines established by Alternative Fines Act, 18 USC 3571 <1> or \$25,000 per day of violation. Minimum mandatory fine of \$2,500.

Felony level offense for knowing violations have maximum 3 years imprisonment. Maximum fine is greater of either fine established by Alternative Fines Act or \$50,000 per day of violation. Minimum mandatory fine of \$5,000.

Maximum penalty for conviction of Knowing Endangerment provision is maximum 15 years imprisonment and/or \$250,000 fine; maximum penalty for corporation is \$1,000,000.00. Penalties doubled on second conviction of either misdemeanor or felony.

NOTE: The Alternative Fines Act provides for the following fines to be imposed: individuals convicted of misdemeanor \$100,000.00; corporations convicted of misdemeanor \$2000,000.00; individuals convicted of felony \$250,000.00; corporations convicted of felony \$5000,000.00.

The Oil Pollution Control Act of 1990 (OPA) provides for 5 years imprisonment and/or a fine in accordance with the Alternative Fines Act for violations of 1321(b) (5).

f. Miscellaneous Points.

- 5 year statute of limitations.
- Need proof of point source for direct discharge cases.
- Need proof of criminal negligence or knowing violations.
- "Waters of U.S." is very broad.

- 1319 amended in 1990, 1987, 1977
- 1321 amended in 1990, 1982, 1980, 1978, 1977
- Notification received under 1321(b)(5) may not be used against the natural person reporting the spill in a criminal case (except perjury or false statement).

3. RESOURCE CONSERVATION AND RECOVERY ACT (RCRA), (a/k/a Solid Waste Disposal Act) enacted in 1976.

- a. Federal Citation: 42 USC 6901 et seq.
- b. Primary Federal Regs: 40 CFR Part 260 et seq.
- c. Summary of Criminal Provisions: Governs transportation, storage, treatment and disposal of hazardous waste; prohibits the omission of information or making false statements; the destruction or alliterating of/or failure to keep required records; prohibits the exportation of hazardous waste to another country without its consent; storage/treatment/transportation of used oil in violation of permit/ and the knowing endangerment, i.e., placement of another in imminent danger or death or serious bodily injury during transportation, storage, treatment or disposal of hazardous waste.
- d. Elements of Selected Offenses:
 - 1. 42 USC 6928(d)(1) - Transportation Violation.
 - Any person who;
 - knowingly transports or causes to be transported;
 - a hazardous waste;
 - to a facility that does not have interim status or a permit.
 - 2. 42 USC 6928(d)(2)(A) - Treatment, Storage, or Disposal Without a Permit.
 - Any person who;
 - knowingly treats, stores, or disposes of;
 - a hazardous waste;
 - without a permit.
 - 3. 42 USC 6928(d)(2)(B) - Treatment, Storage, or Disposal In Violation of a Permit.
 - Any person who;
 - knowingly treats, stores, or disposes of;
 - hazardous waste;
 - in knowing violation of;
 - a material permit condition.

4. 42 USC 6928(d)(C) - Treatment, Storage, or Disposal In Violation of Interim Status Standards
 - Any person who;
 - knowingly treats, stores, or disposes of;
 - hazardous waste;
 - in knowing violation of;
 - a material condition of any applicable interim status standards or regulations.
5. 42 USC 6928(d)(3) - False Statements
 - Any person who;
 - files, maintains, or uses a document for compliance with RCRA hazardous waste provisions;
 - and knowingly;
 - omits material information or makes a false material statement or representation in the document.
6. 42 USC 6928(d)(4) - Alteration, Destruction, Concealment of Records.
 - Any person who;
 - generates, stores, treats, transports, disposes of, exports, or otherwise handles hazardous waste or used oil not listed or identified as hazardous waste;
 - and was required to maintain of file records;
 - knowingly;
 - destroys, alters, conceals or fails to file such records.
7. 42 USC 6928(d)(5) - Transportation without a Manifest.
 - Any person who;
 - knowingly transports or causes to be transported
 - a hazardous waste or used oil;
 - without a required manifest.
8. 42 USC (d)(6) - Exportation of Hazardous Waste without Consent or in Violation of Agreement.
 - A person who;
 - knowingly;
 - exports;
 - hazardous waste;
 - without the consent of the receiving country.

OR

 - in violation of terms of any international agreement regarding the export of hazardous waste between the U.S. and the receiving country.

9. 42 USC 6928(d)(7) - Mishandling Used Oil.

- Any person who;
- knowingly;
- treats, stores, disposes of, transports or causes to be transported or otherwise handles used oil (not otherwise a hazardous waste);
- in knowing violation of any material condition or requirement of a permit.

OR

- in knowing violation of any material condition or requirement of an applicable regulation or standard.

10. 42 USC 6928(e) - Knowing Endangerment.

- A person who;
- knowingly;
- treats, stores, disposes of, or exports a hazardous waste or used oil in violation of any provision 6928(d)(1) through (7);
- and knew at the time that he/she thereby put another person in imminent danger of death or serious bodily injury.

e. Penalties. Felony level offenses with maximum 2 to 15 years imprisonment and/or fines established by Alternative Fines Act (18 USC 3571). For knowing endangerment crimes, the fine is \$250,000 for individuals and \$1,000,000 for organizational defendants. [With continuing offenses 42 USC 6928 fines may be preferable.] Penalties doubled on second conviction (except for knowing endangerment).

f. Miscellaneous Points.

- Within 5 year statute of limitations.
- Need proof of waste.
- Need proof of hazardous waste.
- Proof of knowing violation.
- 6298 amended in 1986, 1984, 1980, 1978.

4. COMPREHENSIVE ENVIRONMENTAL RESPONSE, COMPENSATION AND LIABILITY ACT (CERCLA) (a/k/a Superfund).

- a. Federal Citation: 42 USC 9601 et seq.
- b. Primary Federal Regs: 40 CFR part 302
- c. Summary of Criminal Provisions: Governs the notification and clean up of spills or releases of hazardous substances into the environment.
- d. Elements of Selected Offenses:

1. 42 USC 9603(b)

- A person who is the owner or operator of a facility at which hazardous substances were stored, treated or disposed of without a permit or interim status.

OR

- Any person who transports hazardous substances to a facility without a permit or interim status;
- Knowingly;
- Destroys, mutilates, erases, disposes of, conceals, or otherwise renders unreadable records subject to regulation;
- Prior to expiration date of the holding time for the records.

e. Penalties. Felony level offense with 3 years maximum imprisonment. Fines established by Alternative Fines Act (18 USC 3571). Maximum imprisonment 5 years on second conviction.

f. Miscellaneous Points.

- Enactment dates: CERCLA in 1980, Superfund Amendments and Reauthorization Act (SARA) in 1986.
- 5 year statute of limitations.
- Proof of hazardous substance not necessary to be a waste.
- Proof of reportable quantity.

5. MARINE PROTECTION, RESEARCH, AND SANCTUARIES ACT (MPRSA) OF 1972, (a/k/a Ocean Dumping Act).

a. Federal Citation: 33 USC 1401 et seq.

b. Primary Federal Regs: 40 CFR Part 220

c. Summary of Criminal Provisions: Governs unpermitted transportation of any material for the purpose of dumping it into ocean waters.

d. Elements of Selected Offenses:

1. 33 USC 1415(b)(1).

- Knowing violation of the act, regulations, or permits issued pursuant to the act (e.g., record keeping requirements; dumping location; dumping rate; transportation of any material from the United States, or by a U.S. flagged vessel, or any agency of the United States government, from any location, for dumping into the ocean except in compliance with a permit; dumping within the territorial seas or the contiguous zone of any material transported from a location outside the United States except in compliance with a permit).

2. 33 USC 1415(b)(2).

- Knowing violation of any provision of the act by dumping medical wastes into the ocean.

e. Penalties. Misdemeanor level offense with maximum 1 year imprisonment and/or fines established by the Alternative Fines Act (18 USC 3571). For violations of Section 1415(b)(2), the maximum is 5 years imprisonment and a fine of \$250,000. This subsection also has a forfeiture provision. [With continuing offenses 33 USC 1415(b), (c) fines may be preferable.]

f. Miscellaneous Points.

- 5 year statute of limitations.
- Proof of knowing violation.
- 1411 amended in 1974.
- 1415 amended in 1988.

6. **CLEAN AIR ACT (CAA).**

a. Federal Citation: 42 USC 7401 et seq.

b. Primary Federal Regs: 40 CFR Part 61

c. Summary of Criminal Provisions: Pursuant to 42 USC 7413(c), the knowing violation of any of the following constitute a crime.

- A state implementation plan (7410);
- An order to comply with a state implementation plan (7413(a)(1);

Any requirement or prohibition regarding:

- new source performance standards (7411(e);
- standards relating to the release of hazardous pollutants (7412);
- inspections (7414);
- solid waste combustion (7429);
- preconstruction requirements (7475(a);
- any order relating to preconstruction requirements (7477);
- emergency orders (7603);
- permits (7661a(a), 7661b(c);
- acid deposition control;
- stratospheric ozone control;
- including any requirement of any rule, order, waiver, or permit promulgated under the sections regarding these matters, or the payment of any required fee.

d. Penalties. Five years maximum imprisonment and/or fines as set forth in the Alternative Fines Act. Penalties doubled on second conviction.

Additional criminal violations include:

1. 42 USC 7413(c)(2). Knowing false statements and knowing omissions in required records or reports, and tampering with monitoring devices;

Penalties. 2 year maximum imprisonment; fines as set forth in Alternative Fines Act (18 USC 3571). Penalties doubled on second conviction.

2. 42 USC 7413(c)(3). Knowing failure to pay a fee.

Penalties. 1 year maximum imprisonment; fines as set forth in Alternative Fines Act (18 USC 3571). Penalties doubled on second conviction.

3. 42 USC 7413(c)(4). Negligent endangerment. Negligent release of a hazardous air pollutant which thereby negligently places another in imminent danger of death or serious bodily injury.

Penalties. 1 year maximum imprisonment; fines as set forth in Alternative Fines Act (18 USC 3571). Penalties doubled on second conviction.

4. 42 USC 7413(c)(5)(A). Knowing release of a hazardous air pollutant which the person knows at the time places another in imminent danger of death or serious bodily injury.

Penalties. 15 years maximum imprisonment; individual fines as set forth in the Alternative Fines Act (18 USC 3571), organizational defendants can be fined not more than \$1,000,000 for each violation. Penalties double on second conviction.

e. Elements of Offenses Relating to Asbestos Violations:

1. 42 USC 7413(c).

- Owner/Operator of stationary source containing at least 60 linear feet of friable asbestos on pipes or 160 square feet of friable asbestos on other facility components.
- Knowingly demolished that source
- In violation of the asbestos work practice standards.

f. Miscellaneous Points.

- Within 5 year statute of limitations.
- Necessary quantity of friable asbestos.
- Proof of actual emission (?).
- Proof of criminal intent.

7. TOXIC SUBSTANCES CONTROL ACT (TSCA) (enacted in 1976).

- a. Federal Citation: 15 USC 2601 et seq.
- b. Primary Federal Regs: 40 CFR Part 761
- c. Summary of Criminal Provisions: Generally, TSCA regulates the manufacture, distribution in commerce and use and disposal of certain chemical substances. There are a variety of possible criminal violations under TSCA, including a knowing or willful violation of any of the following:
 - 1. Rules or orders under which EPA may require testing of chemical substances and mixtures if it finds the substance presents and unreasonable risk of injury to health or the environment (2614(1)(A));
 - 2. Any requirement under which manufacturers must give premanufacture notice to EPA before manufacturing any new chemical or existing chemical for a significant new use, and under which EPA may require submission of these data (2614(1)(B));
 - 3. Any requirement under which EPA may impose controls on chemicals including a ban on manufacture or use of the chemical (2614(1)(C));
 - 4. Any requirement of the Asbestos Hazard Emergency Response Act having to do with the abatement of asbestos hazards in schools (2614(1)(d));
 - 5. Use for commercial purposes a chemical manufactured, processed, or distributed in violation of sections 2604 or 2605 or any rule or order under the same;
 - 6. Failure or refusal to establish or maintain records, submit reports, notices or other information, or permit access to records;
 - 7. Failure or refusal to permit entry or inspection.
- d. Penalties. Misdemeanor level offenses with maximum 1 year imprisonment and/or fines the greater of either of those established by Alternative Fines Act or \$25,000 per day of violation.

8. FEDERAL INSECTICIDE, FUNGICIDE, AND RODENTICIDE ACT (FIFRA).

- a. Federal Citation: 7 USC 136 et seq.
- b. Primary Federal Regs: 40 CFR Parts 162 and 165
- c. Summary of Criminal Provisions: Governs use of pesticides. 7 USC 136j and 1 (b) provides criminal penalties for the knowing commission of any of the following offenses (inter alia):

- Distribution or sale of any unregistered pesticide, or pesticide whose registration has been cancelled (136j(a)(1)(F));
- Distribution or sale of any pesticide which is adulterated or misbranded (136j(A)(1)(E));
- Detachment, alteration, defacement, or destruction in whole or part of any labeling required under FIFRA (136j(a)(2)(C));
- Use of a registered pesticide in a manner inconsistent with its labeling (136j(a)(2)(C));
- Falsification of all or part of any application for registration, application for experimental use permit, any information submitted to the Administrator pursuant to registration of establishments (136e), any records required to be maintained, any report filed, or any information marked as confidential and submitted to the Administrator (136j (a)(2)(M));
- Falsification of all or part of any information relating to the testing of any pesticide, including any ingredient, metabolite, or degradation product thereof, as well as the nature of any protocol, procedure, substance, organism, or equipment used, observation made, or conclusion or opinion formed that will be submitted to the Administrator, or that the person knows will be submitted to the Administrator or become part of any required records (136 (a)(2)(Q)).

d. Penalties. Misdemeanor level offenses with maximum 1-year imprisonment for commercial-type violators, maximum 30 days imprisonment for private-type violators and/or fines established by the Alternative Fines Act (18 USC 3571).

f. Miscellaneous Points.

- Within 5 year statute of limitations.
- Status of Violator.
- Proof of criminal intent.
- 136j and 1361 enacted in 1972 and amended in 1978, 1988.

9. EMERGENCY PLANNING & COMMUNITY RIGHT TO KNOW ACT (EPCRA), (enacted in 1986).

- a. Federal Citation: 42 USC 11001 et. seq.
- b. Primary Federal Regs: 40 CFR Parts 302, 355.
- c. Summary of Criminal Provisions: Establishes requirements for Federal, state and local governments and industry regarding emergency planning and "community right-to-know" reporting hazardous and toxic chemicals.
- d. Elements of Offense:
 - 1. 42 USC 11045(b)(4)

- Release of reportable quantity of hazardous substance requiring notice to be given;
- From a facility at which a hazardous chemical is produced, used or stored;
- The defendant was the owner or operator of the facility;
- The defendant knew of the release;
- The defendant willfully failed to provide notice to the appropriate state and local agencies as required.

e. **Penalties.** Fine of not more than \$25,000, or imprisonment for not more than 2 years, or both. For a second or subsequent conviction, the person shall be fined not more than \$50,000 or imprisoned for not more than 3 years, or both. The Alternative Fines Act, 18 USC 3571, applies to EPCRA. This Act allows a sentencing judge, when appropriate, to exceed the statutory maximum of \$25,000 and to impose the greater of (1) \$250,000 or (2) twice the gross gain or loss that results from the offense. The \$250,000 fine is increased to \$500,000 if an organization has been charged.

10. **SAFE DRINKING WATER ACT, (enacted in 1974).**

- a. Federal Citation: 42 USC 300(f) et. seq.
- b. Primary Federal Regs: 40 CFR Parts 141-143
- c. Summary of Criminal Provisions: Protects public water supplies and systems.
- d. Elements of Offense:

1. 42 USC 300(i)(1):

- Any person;
- Who tampers, attempts to tamper, or threatens to tamper;
- With a public water system;
- With the intention of harming persons.

Penalties. Imprisonment for not more than 5 years, and/or a fine in accordance with Title 18, or both; if an attempt, the maximum prison term is 3 years.

2. 42 USC 300(h)(2):

- Any person;
- Who willfully violates
- Any requirement of an applicable UIC program.

Penalties. Fine not more than \$25,000 per day of violation, or imprisonment for not more than 3 years, or fine in accordance with Title 18, or any combination of these.

3. 42 USC 300(h)(3)(c)(2).

- Any person;
- Who willfully;
- Operates a new underground injection well;
- Without authorization;
- In a designated "sole source aquifer" area
- During the period before UIC program takes effect.

Penalties. Fine of not more than \$10,000 per day of violation

4. 42 USC 300(j)(e)(1).

- Any person;
- Who knowingly;
- Fails to comply;
- With an order issued under 300(c)(1) regarding provision of water treatment chemicals.

Penalties. Fine of not more than \$5,000 for each failure to comply.

11. **HAZARDOUS MATERIAL TRANSPORTATION ACT.**

- a. Federal Citation: 49 USC 1801 et. seq.
- b. Primary Federal Regs: 49 CFR Parts 171-180
- c. Summary of Criminal Provisions: To protect the public from the risks associated with the transportation of hazardous materials.

d. Elements of Offense:

1. 42 USC 1804(f) and 1809(b):

- Any person;
- Knowingly;
- Alters, removes, defaces, destroys, or otherwise tampers with;
- Any marking, label, placard, or description on a document required by this title or a regulation under this chapter.

OR

- Any package, container, motor vehicle, rail freight car, air craft, or vessel used for the transportation of hazardous materials.

2. 42 USC 1809(b)

- Any person who;
- Willfully;
- Violates a provision of this subtitle or an order or regulation.

e. Penalties. Maximum of 5 years imprisonment and/or fines as set forth in the Alternative Fines Act.

12. ENDANGERED SPECIES ACT OF 1973, (as amended 1976, 1978, 1979, 1982, 1986, and 1989).

a. Federal Citation: 16 USC 1531 et. seq.

b. Primary Federal Regs: 50 CFR Parts 17.1 et. seq.

c. Summary of Criminal Provisions: Provides for identification of plant and animal species in danger or extinction, for protection of individual members of the species from direct or interference and for protection from indirect harm caused by damage to the species' habitat. Major offenses include harming or taking endangered species.

d. Elements of Offense:

1. 16 USC 1540(b).

- Any person who;
- Knowingly;
- Imports, exports, takes, transports, sells, purchase, or receives in interstate or foreign commerce;
- Any species listed as endangered or threatened.

e. Penalties. Criminal misdemeanor penalties of up to 1 year imprisonment, fines pursuant to Alternative Fines Act, or both, for knowing violations of prohibitions relating to endangered species; knowing violations of prohibitions relating to threatened species, or any other requirement or restriction, are subject to penalties of up to 6 months in prison, fine pursuant to Alternative Fines Act, depending on the violation, or both.

f. Miscellaneous Points.

- Knowing violation of any provision of this Act, of any permit or certificate issued hereunder, or of any regulation.
- NOTE: protection from bodily harm is a defense 1540(b)(3).
- Forfeiture Provision: All fish, wildlife, and plants subject to civil action. All fish, wildlife, and plants, guns, traps, nets, other equipment, vessels, vehicles, and aircraft subject to criminal conviction.

13. MIGRATORY BIRD TREATY ACT OF 1918, as amended 1936, 1960, 1969, 1974, 1978, 1986, and 1989.

a. Federal Citation: 16 USC 703 et. seq.

b. Primary Federal Regs: 50 CFR Parts 10, 20, and 21

c. Summary of Criminal Provisions: Protects migratory birds listed in regulations from any pursuit, killing, or possession except as permitted by regulation or permit.

d. Elements of Offense:

1. 16 USC 707(a) - Misdemeanor Offenses

- Any person who;
- Takes, possesses, captures, kills, sells, etc.
- A migratory bird as defined in 50 CFR 10 or any part, nests, eggs, or product thereof;
- Unless permitted or otherwise authorized.

2. 16 USC 707(a) - Felony Offenses

- Any person who;
- Knowingly;
- Takes by any manner whatsoever any migratory bird with intent to sell, offer to sell, barter or offer to barter any migratory bird;
- Unless permitted or otherwise authorized.

e. Penalties.

Felony - up to 2 years imprisonment and/or \$250,000 fine per individual or \$100,000 fine per organization.

Misdemeanor - up to 6 months of imprisonment and/or \$5,000 fine per individual or \$10,000 fine per organization.

14. **LACEY ACT**

a. Federal Citation: 16 USC 3371-3378; 18 USC 42

b. Primary Federal Regs: None Listed

c. Summary of Criminal Provisions: Umbrella statute to provide additional protection to fish, wildlife, and plants that were taken, possessed, transported or sold in violation of state, tribal, foreign, or U.S. law.

- Regulates importation of injurious species.
- Regulates marking of containers that contain fish, wildlife or plants and are shipped in interstate or foreign commerce.
- Provides for humane shipment of fish and wildlife.

d. Elements of Offense:

1. 16 USC 3373(d)(1)

- Any person who;
- Knowingly;
- Imports or exports any fish or wildlife or plants in violation of any provision of this chapter (other than section 3372(b) of this title).

OR

- Violates any provision of this chapter (other than section 3372(b) of this title) by knowingly engaging in conduct that involves the sale or purchase of, the offer of sale or purchase of, or the intent to sell or purchase fish or wildlife or plants with a market value in excess of \$350;
- Knowing that the fish or wildlife or plants were taken, possessed, transported, or sold in violation of, or in a manner unlawful under, any underlying law, treaty or regulation.

Penalties. Imprisonment for not more than 5 years and/or a fine of up to \$250,000 per individual and \$500,000 per organization.

2. 16 USC 3373(d)(2)

- Any person;
- Knowingly;
- Engages in conduct prohibited;
- And in the exercise of due care should know that the fish or wildlife or plants were taken, possessed, transported or sold in violation of, or in a manner unlawful under, any underlying law, treaty or regulation.

Penalties. Imprisonment for not more than 1 year and/or fine up to \$100,000 per individual, \$200,000 per organization.

15. DEEP WATER PORTS ACT

- a. Federal Citation: 33 USC 1514(a)
- b. Primary Federal Regs: None Listed
- c. Summary of Criminal Provisions: Willful violation of ownership, construction, and operation requirements.
- d. Penalties: Imprisonment of not more than 1 year and/or a fine of the greater of either \$25,000 per day of violation or fines pursuant to 18 USC 3571, the Alternative Fines Act.

16. ACT TO PREVENT POLLUTION FROM SHIPS

- a. Federal Citation: 33 USC 1908(a)
- b. Primary Federal Regs: None Listed.
- c. Summary of Criminal Provisions: Knowing violation of the MARPOL Protocol, the Act, or regulations relating to wastes from ships, including garbage, oil and hazardous

substances.

d. Penalties: Imprisonment of not more than 6 years and/or fines as set for in 18 USC 3571, the Alternative Fines Act.

17. **OUTER CONTINENTAL SHELF LANDS ACT**

a. Federal Citation: 44 USC 1350(c)

b. Primary Federal Regs: None Listed.

c. Summary of Criminal Provisions: Knowing and willful commission of any of the following acts: > Violation of a lease, license, permit, regulation or

- designed to protect health, safety, or the environment or to conserve natural resources;
- Falsification of any required document or record;
- Falsifying or tampering with a monitoring device or method or record;
- Revealing confidential data.

d. Penalties: Imprisonment for not more than 10 years and/or fine of the greater of up to \$100,000 for each day of violation or fines established by the Alternative Fines Act of 18 USC 3571.

EXH 2 TO ENCL i TAB f TO APP I TO ANNEX C TO THE CHARLESTON O&H ACP
STATE ENVIRONMENTAL STATUTES

1. SOUTH CAROLINA'S ENVIRONMENTAL STATUTES.

a. The Pollution Control Act, S.C. Code of Laws, 48-1-10 to 48-1-350.

1. 48-1-90 - Outlaws disposal of organic or inorganic matter including sewage, industrial waste and other wastes, in South Carolina waters, ambient air, soil or land without a permit from DHEC.
2. 48-1-340 - Outlaws knowing false statements, representations or certifications in applications or other documents required to be made or filed with DHEC; outlaws falsifying methods and tampering with monitoring devices.
3. 48-1-320 - Criminalizes willful or negligent violations of the Pollution Control Act, any rule or regulation promulgated pursuant thereto, permit, or determination by DHEC; misdemeanor provision which provides for a fine of not less than \$500 nor more than \$25,000 for each day's violation and/or imprisonment for not more than 2 years

b. Hazardous Waste Management Act, S.C. Code of Laws, 44-56-10 to 44-56-210.

1. 48-56-13 - Outlaws generation, storage, transportation, treatment, or disposal of hazardous wastes in contravention of DHEC regulations, permits, or orders.
2. 44-56-140(c) - Criminalizes willful violations of 44-56-130; misdemeanor provision which provides for a fine of not more than \$25,000 per day and /or imprisonment for not more than one year for a first offense and a fine of not more than \$50,000 per day and/or imprisonment for not more than two years for a second or subsequent offense.

c. Litter Control Act, S.C. Code of Laws 44-67-10 to 44-67-130.

1. 44-67-110 - Provides ticket writing authority for violations of the Litter Control Act.
2. 16-11-700 - General criminal provision enforcing Litter Control Act; contains misdemeanor provision for a violation of less than 15 pounds with a penalty of not less and \$100 or more than \$200 or imprisonment for not more than 30 days;

Misdemeanor provision for a violation of more than 15 pounds but less than 500 pounds with a penalty provision of not less than \$200 nor more than \$500 imprisonment for not more than 90 days; and

Misdemeanor provision for a violation of more than 15 pounds but less than 500 pounds with a penalty provision of not less than \$500 nor more than \$1000 and/or imprisonment for not more than one year.

Other statutes dealing with litter

3. 48-53-30 - Misdemeanor provision making it unlawful to transport litter on a highway without a trap preventing load from escaping; provides for a penalty of not less than \$50 nor more than \$200.
 4. 56-5-4100 - Misdemeanor provision making it unlawful to transport rock, gravel, stone, or the like so as to allow its escape; provides for a penalty of \$100.
- d. Hazardous Substances Act, S.C. Code of Laws 23-39-10 to 23-29-120.
1. 23-39-40 - Outlaws misbranding of hazardous substances and other similar offense.
 2. 23-39-50 - Strict liability misdemeanor provision setting forth penalties for violations of 23-39-40; provides for a penalty of not more than \$500 and/or not more than 90 days for the first offense and a penalty of not more than \$3,000 and/or not more than one year for a second or subsequent offense or acts committed with the intent to defraud or mislead.
- e. Safe Drinking Water Act, S.C. Code of Laws 44-55-10 to 44-55-100.
1. 44-55-80 - Outlaws failure to comply with regulations promulgated pursuant to the act and the rendering of any public water supply inoperable or unusable by means of contamination vandalism, etc.
 2. 44-55-90 - Criminalizes willful violations of 44-55-80 as a misdemeanor and provides for a penalty of not more than \$10,000 for each day of violation and/or not more than one year in prison.
- f. Infectious Waste Act, S.C. Code of Laws 44-93-10 to 44-93-240.
1. 44-93-140 - Outlaws failure to comply with the Infectious Waste Management Act which sets forth storage, transportation, and disposal requirements designed to safeguard the public from exposure to medical waste.
 2. 44-93-150(c) - Criminalizes willful violations of DHEC regulations, procedures, or standards regarding infectious waste as a misdemeanor and provides for a penalty of not more than \$10,00 for each day of violation and/or not more than one year in prison for a first offense; for a second or subsequent offense, provides for a penalty of not more than \$25,000 for each day of violation and/or not more than two years in prison.

g. Underground Petroleum Environmental Response, S.C. Code of Laws, 44-2-10 to 44-2-140.

1. 44-2-140 - Criminalizes willful violations of DHEC regulations and orders regarding underground storage tanks as misdemeanor and provides for a penalty of not more than \$25,000 for each day of violation and/or not more than one year in prison.

h. Coastal Zone Management Act, S.C. Code of Laws, 48-39-10 to 48-39-220.

1. 48-39-220 - Outlaws filling removing, dredging, draining, or erecting any structure on or in any way altering "critical area" without a permit from the Coastal Council (with noted exceptions).
2. 48-39-220 Strict liability provision minimizing alteration of more than 225 square feet of "critical area" without a permit from Coastal Council as a misdemeanor, and provides for a penalty of not more than \$5,000 for each day of violation and/or not more than six months in jail for a first offense and/or not more than one year for second offense.

i. Pesticide Control Act, S.C. Code of Laws 46-13-10 to 46-13-240.

1. 46-13-180 - Criminalizes willful violations of the Pesticide Control Act or regulations promulgated pursuant thereto as a misdemeanor, and provides for a penalty of not more than \$100 for each day of the violation or imprisonment for not more than 30 days for a first offense; a penalty of not more \$500 and/or not more than \$1,000 for each day of violation and/or not more than 90 days for the third offense.

j. Atomic Energy Radiation Control Act, S.C. Code of Laws 13-7-10 to 13-7-460.

1. 13-7-80 - Criminalizes violations of the Atomic Energy and Radiation Act, negligent or otherwise, as a misdemeanor, and provides for a penalty of not less than \$100 or more than \$500 for each day of violation, and/or not more than one year in prison.

2. OTHER CRIMINAL CHARGES USEFUL IN SECURING A CONVICTION FOR ENVIRONMENTAL VIOLATIONS.

a. Conspiracy - S.C. Code of Laws 16-17-410.

1. Defined as the combination between two or more persons for the purpose of accomplishing a criminal or unlawful act, or an act which is legal through criminal or unlawful means

b. Aiding and Abetting - common law.

- c. False Pretenses - S.C. Code of Laws 16-13-240.
 - 1. Defined as the act of any person by the means of false pretense or representation of obtaining the signature of any person to any written instrument; or obtaining from another person any chattel, money, valuable security or other property, real or personal, with intent to cheat and defraud any person of that property.
 - 2. Misdemeanor punishable by a fine not greater than \$500 and 3 years imprisonment. (There is a provision for magistrate's level offense where the value of the instrument of property does not exceed \$200)
- d. Forgery - S.C. Code of Laws 16-13-10.
 - 1. Applies to more than negotiable instruments - "to any writing".
- e. Obstruction of Justice - S.C. Code of Laws 16-9-370.
 - 1. Defined as person taking money or reward through an express or implied agreement or undertaking to compound or conceal an offense or not to prosecute or give evidence.
 - 2. Misdemeanor punishable in the case of a felony by not more than \$5,000 and/or 1 year, and in the case of a misdemeanor by a fine of not more than \$100 and/or 3 months.
- f. Perjury - S.C. Code of Laws 16-9-10.
 - 1. Statement must be touched by an arm of the court.
 - 2. Punishable by a fine of \$100 and not less than 6 months and not more than 7 years.
- g. False Swearing - S.C. Code of Laws 16-9-30.
 - 1. Defined as willfully and knowingly swearing falsely in taking any oath required by law or administered by any person permitted by law to administer such oath.
 - 2. Felony punishable by a fine of \$100 and not less than 6 months and not more than 7 years.
- h. Involuntary Manslaughter - S.C. Code of Laws 16-3-60.
 - 1. Defined as the unlawful killing of another without malice, but with reckless disregard of the safety of others.
 - 2. Felony punishable by incarceration for not less than 3 months nor more than 3 years.

i. Assault and Battery and Assault and Battery of a High and Aggravated Nature - common law offenses.

j. Knowing Endangerment - common law.

ENCL ii TO TAB f TO APP I ANNEX C TO THE CHARLESTON O&H ACP
SCIENTIFIC SUPPORT COORDINATOR

The **Scientific Support Coordinator** (SSC), in accordance with the National Contingency Plan, will provide the federal On-Scene Coordinator (FOSC) scientific advice with regard to the best course of action during spill/release response. The SSC will obtain consensus from the Federal Natural Resource Trustee Agencies and provide spill trajectory analysis data, information on the resources at risk, weather information, tidal and current information, etc. The SSC will be the point of contact for the Scientific Support Team from the National Oceanographic and Atmospheric Administration (NOAA) Hazardous Material Response and Assessment Division.

- ◆ Coordinating synthesis and integration of environmental information required for spill response decisions, including spill movement trajectories, determining resources at risk, and environmental trade-offs for different clean up and protection strategies.
- ◆ Identifying scientific issues affecting the response and work with the scientific community to reach a consensus on these issues.
- ◆ Coordinating requests for assistance from State and Federal agencies regarding scientific studies.
- ◆ Assist JIC and Unified Command in addressing scientific questions from the media and the general public in press briefings, public meetings, and preparation of fact sheets and briefing tools.
- ◆ Reviewing Incident Action Plan for effectiveness.
- ◆ Assisting Operations Section with tactical decisions during the nascent phase of the incident.
- ◆ Assisting the Planning Section with strategic planning during the production phase of the incident.
- ◆ Keeping the Incident Commander informed regarding significant events, occurrences, or activities.
- ◆ Maintaining a Unit/Activity Log (ICS 214).

ENCL iii TO TAB f TO APP I TO ANNEX C TO THE CHARLESTON O&H ACP
DISPOSAL (WASTE MANAGEMENT) SPECIALIST

The **Disposal Specialists** responsible for managing and supervising operations associated with the transfer, storage, transportation, and disposal of liquid, solid and/or hazardous wastes generated during response operations. The Disposal Specialist shall:

- ◆ Provide the Planning Section Chief with a Disposal Plan that details the collection, temporary storage, transportation, recycling, and disposal of all anticipated response waste.
- ◆ Direct the collection, temporary storage, transportation, recycling, and disposal of recovered wastes.
- ◆ Develop a comprehensive Waste Management Plan to cover all current and projected disposal operations. Include a waste segregation plan to facilitate this process.
- ◆ Estimate the volume of waste that may be recovered and ensure adequate resources and logistics support are provided.
- ◆ Develop a comprehensive Waste Management Plan to cover all current and projected disposal operations. Include a waste segregation plan to facilitate this process.
- ◆ Advise Operations Section Chief on actions that could be taken to minimize generation of waste. (pre-cleaning beach of flotsam/jetsam prior to impact, etc..)
- ◆ Manage temporary storage sites and prevent secondary discharges or cross contamination.
- ◆ Confirm the laboratory results characterizing the waste as hazardous or non-hazardous and prepare required RCRA manifests as required.
- ◆ Confirm the capacities of recycling or disposal site.
- ◆ Report to the Planning Section Chief on status disposal efforts, as scheduled.

ENCL iv TO TAB f TO APP I TO ANNEX C TO THE CHARLESTON O&H ACP
ALTERNATIVE RESPONSE TECHNOLOGY

The **Alternative Response Technology (ART) Specialist** is responsible for evaluating the opportunities to use ART, including dispersant or other chemical countermeasures, in-situ burning, and bioremediation. The specialist will conduct the consultation and planning required to deploy a specific ART, and articulate the environmental trade-offs of using or not using the specific ART. The ART Specialist shall:

- ◆ Determine resource needs.
- ◆ Gather data pertaining to the spill including spill location, type and amount of petroleum spilled, physical and chemical properties, weather and sea state, and resources at risk.
- ◆ Identify available ART that may be effective on the incident commodity.
- ◆ Review daily assignments to identify environmental issues that must be considered in planning for and conduct of ART field operations.
- ◆ Prepare and update alternative response strategies and tactical operations plans that anticipate changing requirements.
- ◆ Evaluate appropriate opportunities to effectively use alternative response technologies (ART), including dispersants or other chemical counter measures, in-situ burning, bioremediation, or other alternative response technologies.
- ◆ Conduct the planning and consultation required to apply a specific ART to response.
- ◆ Identify environmental trade-offs associated with application of a specific ART.
- ◆ Provide the Planning Section Chief with detailed recommendations and plans regarding the applicability of a specific ART.
- ◆ Develop protocols for testing and monitoring the effectiveness of oil spill cleanup agents.
- ◆ Report to the Planning Section Chief on proposed response actions and on the efficiency of ART applications, as scheduled.
- ◆ Maintain Unit/Activity Log (ICS 214).

APPENDIX II TO ANNEX C TO THE CHARLESTON OIL & HAZMAT ACP GENERAL PROTECTION STRATEGY PRIORITIES

1. GENERAL. This Appendix provides general considerations when the FOOSC and the Area Committee develop the protection portion of a clean up operation. The goal of protection is to prevent or limit corollary damage to areas that were not initially involved in the incident.
2. CONSIDERATIONS. When developing a protection strategy, the following are the order of issues to be considered:
 - ◆ Human Life and Health
 - ◆ Environmental Damage and Consequences, and
 - ◆ Economics

Since these items are so intertwined, response decisions will be made based on the severity and location of the incident with appropriate input from the Area Committee team to help determine the best response mix.

3. PRODUCT: OIL VS HAZMAT. Many of the strategies discussed in this section were developed during responses to oil spill responses. Response to hazardous substances and materials are in many respects similar to responses to oil discharges. There are however, significant differences.

The nature of the hazards posed by hazardous materials releases requires a much more cautious approach. Personnel involved in hazardous substance response must be properly trained and equipped to carry out the necessary response functions.

4. PROTECTION METHODOLOGIES. Protection and rapid collection are the best strategies for the environmentally sensitive areas. The Natural Resource Trustees should be consulted when developing strategies and methodologies to mitigate incidents in the most environmentally sensitive areas, as well as to set standards early in the operation to determine when clean is clean enough.

- a. Barrier Boom. For smaller spills, it may be possible to deploy boom around the area that may be impacted by the spill. This may not be feasible in the case of larger spills due to the amount of boom required. One methodology may be to place barrier boom across the mouths of creeks that lead back into areas of marsh.

- b. Stair-step Boom. Stair-step booming to collection points is an effective method to help prevent the polluting product from spreading via the ICW into other river systems.

- c. Currents. In the ICW and the main river channels, currents in excess of 2.5 knots can be expected. In many of the creeks, currents of 1 knot can be expected.

- d. Tidal Ranges. Tidal ranges of 5 to 7 feet can render barrier boom ineffective at certain stages of the tide in many locations. At high tide, oil is expected to directly inundate the marsh face. However, the density of marsh grasses may limit the distance into the marsh that the oil

can reach into the area.

e. Collection points and Vacuum trucks. Some of the collection points that are identified in this ACP are also suitable sites to be teamed with vacuum trucks and skimmer units.

f. Dispersants or Neutralizers. Since not all of the environmentally sensitive sites are appropriate for mechanical protection and mechanical pollutant removal combined with the depth of water, shoreline type, and the location of area industries that are most likely to have a large spill or release, dispersants or neutralizers may prove to be a viable option for some incidents in the area covered by this ACP.

5. PROTECTION PRIORITIES BASED ON ENVIRONMENTAL SENSITIVITY. The environmental sensitivity levels in the Charleston AOR have been grouped into the following three sensitivity levels:

- ◆ High: Marshes and tidal flats.
- ◆ Moderate: Beaches, sheltered rocky shores and seawalls.
- ◆ Low: Exposed rocky shores and seawalls.

6. SPECIFIC RECOMMENDATIONS. The following are specific recommendations for responding to spills or releases according to environmental sensitivity.

a. High. These marshy shorelines are very sensitive to mechanical damage from foot or vehicle traffic. A decision should be made to what will ultimately cause the most damage: the pollutant that is already there, or the corollary damage that might be caused by the mechanical entry onto the area. One mechanical response might be to apply cold water under low pressure from a boat to herd the oil out of the marsh. The most environmentally desirable response may be to leave the product where it is, and to let natural forces such as the weather remove the pollutant.

b. Moderate.

- (1) **Beaches.** These shorelines are generally beaches. They are less sensitive to mechanical damage than high sensitivity shorelines. As a result, shoreline cleanup from the shore as well as boats is a viable option. Low pressure, cold water may be used to rinse off contaminated shorelines. The pressure of the water must be kept sufficiently low so as not to cause erosion on the beach. As with the highly sensitive areas, it is very possible that the clean up may be more damaging to the ecology than the initial spill or release. Mechanical removal of sand from sandy beaches might be considered in the situation where the impacted area is used for recreation.
- (2) **Sheltered Rocky Shoreline and Seawalls.** These areas might be areas where high pressure, cold water may be safely used on sheltered rocky shores and seawalls.

c. Low. High pressure, cold water washing and mechanical removal of oil from this type of shoreline are the clean up method of choice for exposed rocky shores and seawalls. Hot water or steam cleaning must not be used in areas where any viable marine life exists. Hot water or steam cleaning has been shown to delay significantly the return of normal flora and fauna following a spill cleanup.

7. DETERMINING COMPLETENESS OF CLEAN UP OPERATIONS. The decision to terminate clean up operations will be made by the FOSC with the advice of state and local agencies. Operations will generally stop when in the opinion of the OSC and the advisors, the operation starts to cause more environmental disruption than the original incident, or when the goals set early in the operation are met.

**TAB a TO APPENDIX II TO ANNEX C OF THE CHARLESTON OIL & HAZMAT ACP
SURFACE WATER INTAKES, MUNICIPAL AND INDUSTRIAL**

Listed in this section are the locations of selected "significant" water intakes. Those selected are important to either public health and safety or major industry.

<u>INTAKE DESCRIPTION</u>	<u>LOCATION</u>
Bucksport Water Plant	Bull Creek
Myrtle Beach Water Plant	ICW
Windsor Plantation Crawfish Pond	Black River
Kiethfield Plantation Crawfish Pond	Black River
Georgetown County Water and Sewer	Waccamaw River
Esterville Plantation	Winyah Bay
USC Baruch Institute	Town Creek Tributary
Springteen Plantation Shrimp Ponds	Duck Creek Tributary
Annadale Plantation Shrimp/Crab Ponds	Duck Creek Tributary
SC Electric and Gas Williams Station	Back River
Bayer Plant	Back River
Amoco Chemicals	Back River
Naval Weapons Station Nuclear Reactor	Cooper River
SCDNR Marine Resources Division	Charleston Harbor
SCDNR Hatcheries	Charleston Harbor
Palmetto Aquaculture	Broad River
Oakgrove Plantation	Broad River
Edisto Shrimp Company	Steamboat Creek

TAB b TO APPENDIX II TO ANNEX C TO THE CHARLESTON OIL & HAZMAT ACP
ENDANGERED SPECIES ACT (ESA) CONSULTATIONS

1. GENERAL. Forthcoming guidance from COMDT will include a discussion on ESA Consultations. The following information is provided for background information until that guidance arrives.

2. ESA BACKGROUND.

a. Goal. Upon signing the Endangered Species Act (ESA) on December 28, 1973, (which replaced the Endangered Species Conservation Act of 1969) President Nixon stated: "Nothing is more priceless and more worthy of preservation than the rich array of animal life with which our country has been blessed." This statement defines the ESA's ultimate purpose, which is to conserve the Nation's natural heritage for the enjoyment and benefit of current and future generations. All of the National Marine Fisheries Services' (NMFS') protected resources programs concentrate on the long-term conservation and restoration of imperiled marine species.

b. Purpose. The ESA provides for the conservation of species that are in danger of extinction throughout all or a significant portion of their range. "Species" is defined by the Act to mean either a species, a subspecies, or, for vertebrates only, a distinct population.

c. "SECTION 7".

- (1) Once a species is listed, recovery plans are prepared which identify conservation measures to be initiated to improve the species' status. In addition, Section 7 of the ESA requires all Federal agencies to use their authorities to conduct conservation programs and to consult with NMFS (or USFWS) concerning the potential effects of their actions on any species listed under the ESA.
- (2) Consultations occur on an on-going basis under Section 7 with Federal action agencies to avoid, minimize or mitigate the impacts of their activities on listed species. NMFS also reviews non-Federal activities that may affect species listed under the ESA and issues Section 10 permits for the incidental take of those species.

TAB c TO APPENDIX II TO ANNEX C OF THE CHARLESTON OIL & HAZMAT ACP CHEMICAL COUNTERMEASURES

References: (a) EPA Use of Chemical Dispersants for Marine Oil Spills (EPA/600/R-93/195 Nov 93)

(b) COMDTNOTE 16465, Dispersant Application MOA with USAF, dated 30 September 1996

1. USAGE FOR OIL SPILLS. Discussions of chemical countermeasures in this section will be limited to dispersants. The information on dispersants for this area can be found in the Federal Region IV Dispersant Usage Plan. The State of South Carolina has a case by case Governor approval requirement for use of dispersants. There are no preapproved locations for the use of dispersants in this area.

2. OIL SPILL CONSIDERATIONS.

a. Environmental Sensitivity. The area covered by this plan contains a very high percentage of environmentally sensitive areas. The environmental sensitivity is primarily due to marsh habitat, shore birds, open shellfish beds, and habitat for the shortnose sturgeon, an endangered species. Detailed description of the environmental sensitivity of the area may be found in section A.IV.b to this plan.

b. Tides. The large tidal range and associated currents coupled with the extensive marsh habitat make protection of sensitive shoreline difficult. The typical tidal range is five to seven feet. Currents of up to 2.5 knots are common in the ICW and main river channels. Currents in excess of 1 knot are common in tributary creeks that drain marsh areas.

c. Time. The environmental sensitivity of the Charleston AOR requires rapid removal of oil from the water. It is unlikely that sufficient mechanical clean up equipment can be brought to the spill quickly enough to prevent significant environmental damage. When a significant spill occurs, which may impact marsh areas, rapid and serious consideration must be given to the use of chemical countermeasures.

d. Offshore.

- (1) Impact area. Offshore spills in the COTP Charleston AOR are considered unlikely. In the event that one should occur, the projected area in which the oil would impact the shoreline, along with the characteristics of the oil, will determine whether dispersants should be considered as a clean up method.
- (2) Dispersants might be considered for use in water depths greater than 30 feet when oil is projected to impact areas of marsh or gaps between barrier islands. These areas are judged to be essentially impossible to protect using boom. Damage from the spilled oil, especially to shorebird nesting areas, is likely to be much more severe than the damage caused by the dispersed oil and dispersant.

- (3) If the oil is predicted to impact sand beaches with little likelihood of passing between barrier islands or entering the marsh areas, the environmental reasons for using dispersants are greatly reduced. While this does not preclude the use of dispersants to protect recreational resources, it does reduce the ecological benefit.

e. Inshore. In general, dispersants should not be considered for use in inshore areas (harbors, ICW, rivers, and creeks). In these areas the water depth is generally too shallow and the proximity of fauna living in the water column too close to allow successful dispersion without significant damage to the fauna. While failing to disperse oil in these areas will cause damage to wading and diving birds, marsh mammals, and intertidal organisms, damage from oil remaining on the surface is likely to be less severe than the damage caused to organisms living in the water column, especially if devices, such as noise cannons, are employed to frighten birds to keep them away from the spill site.

- (1) Possible Location. The Cooper River from the Mark Clark Expressway Bridge south to the south end of the former Charleston Naval Station has been identified as an area that might be a desirable location for the use of dispersants. This area is characterized by a deep channel (> 40 ft.) which generally hugs the west bank. East of the channel is a wide stretch of water where depths are normally 15 feet or less. The primary water flow and therefore mixing area is within the channel. The western shoreline in this area is significantly industrialized. There are only a few small marsh areas and one creek. The east shoreline is fringe marsh backed by dikes. Shorelines up and downstream from this area are significantly more environmentally sensitive. They can be characterized as marsh and tidal flats.
- (2) Product. In addition to the physical characteristics of the area which make it a desirable location for the use of dispersants, this area also contains most of the petroleum storage and transfer facilities in the area. Although these facilities have a very good environmental record, this is the most likely location for a significant spill. The primary products handled by these facilities are light fuel oils and lubricating oil base stocks. While a light fuel oil spill is not a candidate for dispersant use, a spill of lubricating oil is. [One oil handled by one of these facilities has been tested and found to be both very dispersable and very resistant to weathering.]

f. Pre-event Studies. Based on the favorable indication for the use of dispersants, and the lack of a local stockpile dispersants, personnel and application equipment, companies which handle heavy oils in this area should consider the use of dispersants in their spill response plans for both economic and environmental reasons. While it is unlikely that pre-approval will be obtained, significant reductions in the time required for approval can be made if the following information is known in advance:

- Weathering characteristics of the oil
- Dispersability of the oil
- Exact type of dispersant that will be proposed
- Toxicity of the chosen dispersant on local marine species
- The proposed method for dispersant application

- The availability of equipment for applying dispersant

Even if all the information indicated above is available, specific site conditions such as tides and weather may preclude the use of dispersants.

3. CHEMICAL COUNTERMEASURES FOR HAZARDOUS SUBSTANCES/ MATERIALS RELEASE RESPONSES.

a. There is no single chemical agent, release mitigating substance, device, or technology that would be considered suitable for generic use on all potential releases of hazardous substances shipped through the port of Charleston. Responses to hazardous substance releases will be conducted utilizing all available guidance with regards to containment, neutralization, recovery and safe handling of the specific product released.

b. The decision to use special countermeasures shall be evaluated on a case-by-case basis with careful consideration as to safety, effectiveness, and potential impact on the environment. Use of chemical countermeasures shall be approved by appropriate RRT members, state and local agencies, and must receive approval for use by the OSC.

TAB d TO APPENDIX II TO ANNEX C OF THE CHARLESTON OIL & HAZMAT ACP
NATIONAL HISTORIC PRESERVATION ACT (NHPA) CONSIDERATIONS

THIS SECTION IS RESERVED, WAITING FOR COMDT GUIDANCE

ANNEX D
FINANCE SECTION

APPENDIX

I: **FINANCE SECTION ORGANIZATION**

- Tab a: Finance Section Chief
- Tab b: Time Unit
- Tab c: Procurement Unit
- Tab d: Compensation and Claims Unit
- Tab e: Cost Unit

II: **FINANCE CONSIDERATIONS**

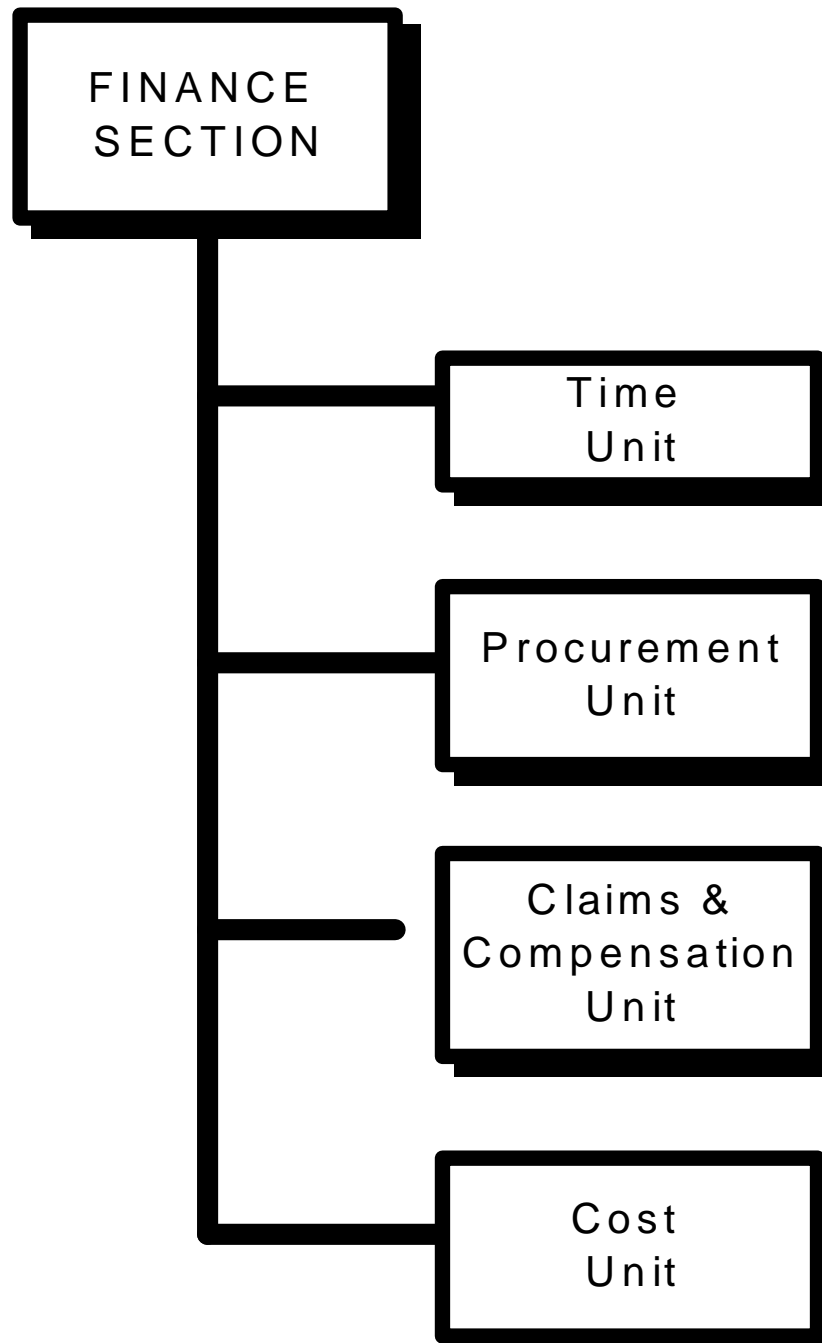
- Tab a: FOSC Access to the Funds
- Tab b: State Access to the Fund
- Tab c: Lead Administrative Trustees' Access to the Fund

Charleston Area Committee
C/O Committee Chairman
196 Tradd Street
Charleston, SC 29401

ANNEX D TO THE CHARLESTON OIL AND HAZMAT AREA CONTINGENCY PLAN
FINANCE SECTION

The **Finance Section** is responsible for the centralized tracking and complete documentation of all incident costs and advising the Incident Commander on current and future expenditures, budget status and anticipated shortfalls. The finance section is also responsible for ensuring the appropriateness of contractor costs and issuing contracts for support items.

APPENDIX I TO ANNEX D TO THE CHARLESTON OIL & HAZMAT ACP
FINANCE SECTION ORGANIZATION



TAB a TO APPENDIX I TO ANNEX D OF THE CHARLESTON OIL & HAZMAT ACP
FINANCE SECTION CHIEF

References: (a) NPFC Technical Operating Procedures (TOPs)

The **Finance Section Chief** is responsible for all financial and cost analysis aspects of the incident. The Finance Section Chief is a member of the general staff and supervises and manages the members of the Finance Section. The Finance Section Chief shall:

- ◆ Review common responsibilities.
- ◆ Implement and manage the Finance Section branches and units needed to accomplish Finance Section actions.
- ◆ Meet with assisting and cooperating agencies and contractor representatives as required.
- ◆ Provide, manage, coordinate, document, and account for access to response funding sources, including the Oil Spill Liability Trust Fund (OSLTF), Natural Resources Damage Assessment Fund (NRDA), and other sources of response funding.
- ◆ Manage access to response funding sources including the Oil Spill Liability Trust Fund (OSLTF). Serve as the primary contact to the National Pollution Fund Center (NPFC) and the NPFC case officer to coordinate cost recovery actions. Manage response funding ceilings.
- ◆ Coordinate and ensure the proper completion of response cost accounting documentation.
- ◆ Coordinate and manage response ceilings, budgets and cost estimates.
- ◆ Ensure cost estimates and budgeting documents are prepared.
- ◆ Provide financial support for contracting services, purchases, and payments.
- ◆ Serve as the primary contact to the National Pollution Fund Center (NPFC) and the NPFC Case Officer to coordinate response cost recovery actions.
- ◆ Identify additional financial services resources or logistics support needed.
- ◆ Ensure the proper completion of response cost accounting documentation.
- ◆ Ensure time records are preserved for later use.
- ◆ Ensure obligation documents are initiated, properly prepared and completed.
- ◆ Brief superiors on incident related business issues needing attention and follow-up prior to or after leaving the incident.

- ◆ Evaluate and report to the Unified Command on status of Section's assigned responsibilities, as scheduled.
- ◆ Maintain Unit Activity Log (ICS 214).

TAB b TO APPENDIX I TO ANNEX D TO THE CHARLESTON OIL & HAZMAT ACP
TIME UNIT

The **Time Unit** is responsible for equipment and personal time recording. The Time Unit Leader shall:

- ◆ Review common responsibilities.
- ◆ Review Unit Leader responsibilities.
- ◆ Obtain briefing from Finance Section Chief.
- ◆ Determine resource needs.
- ◆ Establish contact with appropriate agency personnel/representatives.
- ◆ Ensure that daily time recording documents for personnel are prepared in compliance with time policies.
- ◆ Establish commissary operation as required.
- ◆ Submit cost estimate data forms to Cost Unit as required.
- ◆ Provide for records security.
- ◆ Ensure that all records are current or complete prior to demobilization.
- ◆ Release time reports from assisting agencies to the respective agency representatives prior to demobilization.
- ◆ Brief Finance Section Chief on current problems, recommendations, outstanding issues, and follow-up requirements.
- ◆ Maintain Unit Activity Log (ICS 214).

TAB c TO APPENDIX I TO ANNEX D TO THE CHARLESTON OIL & HAZMAT ACP
PROCUREMENT UNIT

The **Procurement Unit** is responsible for administering financial matters pertaining to vendor contracts. The Procurement Unit may also work with local jurisdictions to locate sources of equipment, prepare and sign rental agreements, administer the associated contractor paperwork. The Procurement Unit Leader shall:

- ◆ Negotiate, coordinate, document, and manage all contracts needed to support response operations.
- ◆ Coordinate with local jurisdiction on plans and supply sources.
- ◆ Prepare and sign contracts and procurement orders as needed.
- ◆ Manage, coordinate, document, and account for all procurement orders needed to support response operations.
- ◆ Arrange contracts through MLCA(fcp) for contractors who do not hold current basic ordering agreements (BOAs) with the Federal Government.
- ◆ Interpret contracts/agreements and resolve claims or disputes within delegated authority.
- ◆ Coordinate procedures for handling claims with Claims Branch.
- ◆ Manage, coordinate, document, and account for all payments made to support response operations.
- ◆ Identify additional resources and logistics support needed to accomplish contracting and procurement services.
- ◆ Maintain ongoing summary of funds obligated and keep Finance Section Chief informed.
- ◆ Complete final processing and send documents for payment.
- ◆ Report to the Finance Section Chief on the status of contracting, procurement, and payment services, as scheduled.
- ◆ Maintain Unit Activity Log (ICS 214).

TAB d TO APPENDIX I TO ANNEX D TO THE CHARLESTON OIL & HAZMAT ACP
COMPENSATION AND CLAIMS UNIT

The **Compensation and Claims Unit** is responsible for seeing that all forms for compensation/claims by workers and third parties are completed. Tort claims involving property are also handled in this branch. The Claim/Compensation Unit Leader shall:

- ◆ Review common responsibilities.
- ◆ Receive, coordinate, document, and process claims against the OSLTF, NRDA, or State funding sources.
- ◆ Designate source of spill and require responsible party to advertise for potential claims.
- ◆ Coordinate possible claims against the Oil Spill Liability Trust Fund (OSLTF).
- ◆ Determine need for claims specialist.
- ◆ Brief claims specialists on incident activity.
- ◆ Review logs of claims specialists to ensure completeness, accuracy, timeliness and in accordance with policies and procedures.
- ◆ Coordinate evaluation of personal property damage claims.
- ◆ Identify additional resources and logistics support needed to process claims.
- ◆ Ensure that all claims logs are up to date prior to demobilization.
- ◆ Report to the Finance Section Chief on the status of claims processing, as scheduled.
- ◆ Maintain Unit/Activity Log (ICS 214).

TAB e TO APPENDIX I TO ANNEX D TO THE CHARLESTON OIL & HAZMAT ACP
COST UNIT

The **Cost Documentation Unit** is responsible for recording all cost data for the incident. The branch ensures vendors providing equipment or services are properly identified and proper paperwork initiated, prepares estimates of future incident costs, and maintains accurate information on the actual use of resources. The Cost Documentation Unit Leader shall:

- ◆ Review common responsibilities.
- ◆ Initiate and review cost reporting procedures.
- ◆ Ensure all personnel/equipment requiring payment are identified.
- ◆ Obtain and record cost data in accordance with OSLTF and NPFC requirements including daily personnel time recording documents.
- ◆ Manage, coordinate, and perform cost documentation in accordance with OSLTF and State requirements to accounts to account for response costs.
- ◆ Plan, coordinate, document, and account for response costs based on the time personnel, equipment, and other resources are accountable to the response.
- ◆ Establish contacts with appropriate agencies if their activities will be paid out of OSLTF or CERCLA.
- ◆ Prepare incident cost summaries.
- ◆ Ensure that all cost documents are accurately prepared and submitted.
- ◆ Identify additional resources and logistics support needed to perform cost documentation and time keeping services.
- ◆ Make recommendations for cost savings to Finance Section Chief.
- ◆ Complete all records prior to demobilization.
- ◆ Report to the Finance Section Chief on the status of cost documentation, as scheduled.
- ◆ Maintain Unit Activity Log (ICS 214).

APPENDIX II TO ANNEX D TO THE CHARLESTON OIL & HAZMAT ACP FINANCE CONSIDERATIONS

References: (a) NPFC Technical Operating Procedures (TOPs)
(b) D7 SOP
(c) 40 CFR 300, National Contingency Plan

1. DOCUMENTATION AND COST RECOVERY PROCEDURES.

a. Background. OPA 90 improved the procedures and availability of funding for all agencies and organizations (federal, state, and local) involved in pollution response.

- (1) **"Partial Federalization"**. The most significant improvement brought about by OPA 90 is the ability of the FOSC to "partially federalize" a response. Prior to OPA 90, the FOSC could not pay for any resources out of the fund without taking over the entire spill from the responsible party.

Under OPA 90, the FOSC may allow the responsible party to continue all response efforts within their financial and management capability. The FOSC simultaneously may secure and direct additional response efforts using contractors or government personnel and equipment.

- (2) **The Oil Spill Liability Trust Fund (OSLTF)**. The Emergency Fund portion of OSLTF will pay removal activities and to initiate natural resource damage assessments. There are provisions for the States to access these funds, and for the payment of claims for uncompensated removal costs and damages. The OSLTF is administered by the Coast Guard's National Pollution Funds Center (NPFC).
- (3) **The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)**. Under CERCLA, the "Superfund" was established for responses to hazardous materials releases. Although the language of this Act is geared toward long term remedial actions, it is also the appropriate source of funding for emergency responses to hazardous materials. Access to the fund is coordinated directly through NPFC. The fund is administered by the USEPA.

b. Documentation and Cost Recovery. This portion of the operation begins at the time a pollution case number is assigned. Procedures and requirements increase as the size of the response operation increases.

- (1) **Assistance.** The FOSC can get assistance in fulfilling cost documentation requirements from the assigned Case Officer at the NPFC or from the District Response Assist Team (DRAT).
- (1) **Standard Rates.** Standard rates have been established for determining valid removal costs. These are published by the NPFC in their Technical Operating Procedures (TOPs). Contractor rates were negotiated at the time the Basic Ordering Agreements (BOAs) were developed. Other agencies and organizations have similar arrangements. If agencies, organizations, contractors, and others

involved in the response operation have not developed standard rate protocols, they should advise the FOOSC so that similar arrangements can be developed.

- (3) **Non-federal organizations.** When filing a cost recovery claim, non-federal organizations may use the federal forms enclosed in this ACP, or use their own forms. However, their own forms need to be pre-approved by the NFPC.
- (4) **Submission Requirements.** For incidents where total expenditures are expected to be less than \$50,000, the FOOSC will compile all cost documentation and forward the package at the conclusion of the response operation to the NPFC. For incidents where total expenditures are greater than \$50,000, this information must be compiled and forwarded to NPFC daily.

TAB a TO APPENDIX II TO ANNEX D TO THE CHARLESTON OIL & HAZMAT ACP
FOSC ACCESS TO THE VARIOUS FUNDS

References: (a) NPFC Technical Operating Procedures (TOPs)
(b) D7 SOP
(c) 40 CFR 300, National Contingency Plan

1. GENERAL. During a pollution response operation, the FOSC may determine that the operation has exceeded the \$25,000 limit. At that time the FOSC will access the applicable fund to continue the operation. For spills or potential spills involving petroleum products, the FOSC will access the Oil Spill Liability Fund established by OPA 90. For hazardous substance or material releases or potential releases, the FOSC will access CERCLA. Access procedures vary for each fund.

2. OIL SPILL LIABILITY TRUST FUND (OSLTF).

a. Federal Pollution Number (FPN).

- (1) **Getting an FPN**. The first step to access the fund is getting a Federal Pollution Number (FPN). The FOSC or representative obtains this number from Commander, Seventh Coast Guard District (m) (D7(m)) by calling on the telephone. D7(m) will normally approve the request, and establish an initial dollar ceiling for the operation. D7(m) will confirm the FPN and its ceiling by a message.
- (2) **Use**. This FPN serves as a control number for all documentation activities and communications. Once an FPN has been assigned, copies of all messages, letters, documentation must be forwarded to NPFC, Coast Guard Finance Center, Maintenance and Logistics Command (MLC), along with any other applicable addressees.
- (3) **Liquidation/Closing**. At the end of the operation, and when all reports are filed, the FPN and its "account" will be appropriately closed in accordance with procedures outlined in reference (a).
- (4) **Deactivation**. An FPN must be deactivated if after the number has been assigned no funds are expended. To deactivate the number and deobligate the funds, the FOSC must request D7(m) to cancel the number and appropriate message traffic must be sent.

b. Contracting Commercial Services.

- (1) **BOA**. If the contractor already has established a Basic Ordering Agreement (BOA) with the Coast Guard, the contractor is issued an Authorization to proceed. The FOSC must also send a message to the Coast Guard Maintenance and Logistics Command Atlantic (MLCLANT (fcp)) within 24 hours indicating that the Authorization to Proceed has been issued.

- (2) **Non-BOA.** If the FOSC would like to hire a contractor who does not have a BOA, the FOSC must have determined that a BOA contractor is not available or is unable to perform the requested tasks. D7(m) should then be notified of the OSC's intent to hire a non-BOA contractor. Once permission is granted from D7, the FOSC then issues an Authorization to Proceed, and sends a message to MLC as with a BOA contractor. This message should explain why a BOA contractor was not hired.

c. "Contracting" Other Federal Organizations. The FOSC may "hire" other federal organizations by using a Federal Agency Pollution Removal Funding Authorization. The organization will document its costs using the Pollution Incident Daily Resource Report and bill the fund using Form SF 1080.

d. "Contracting" Other Governmental Organizations. The FOSC may hire state and local governmental organizations by using a Non-Federal Agency Pollution Removal Funding Authorization. The organization will document its costs using the Pollution Incident Daily Resource Report or other system approved by the NPFC.

3. COMPREHENSIVE ENVIRONMENTAL RESPONSE, COMPENSATION, AND LIABILITY ACT (CERCLA) FUNDS (sometimes referred to as the Superfund).

a. Determine CERCLA applicability. Accessing CERCLA funds is appropriate when:

- (1) The material is a hazardous substance, pollutant, or contaminant that may present an imminent and substantial threat danger to the public health or welfare;
- (2) The material has been released, or there is a substantial threat of release, into the environment; or
- (3) The responsible party is not taking appropriate action, or the FOSC must monitor the responsible party's actions.

b. Contact the NPFC regional case manager. Once one of the above conditions is met, the FOSC or representative should contact the NPFC regional case manager or through the National Response Center (NRC).

c. Required information. The following information will be requested during that call:

- ◆ Name of incident
- ◆ Location of incident (may include facility name, address, city, state, zip code)
- ◆ Latitude and Longitude
- ◆ Estimate of initial cost estimate to be requested
- ◆ Substance(s) involved if known, and description of threat
- ◆ Name of contractor(s)
- ◆ Estimated duration of response

- ◆ Other forces activated by the FOSC in accordance with the NCP
- ◆ Responsible party, if known.

d. ID#. The NPFC will provide the CERCLA Funding Site ID# and ceiling limits verbally. This information will be confirmed by message, and will provide the name of the assigned NPFC Case Officer.

e. Use. This ID# should be used as the FPN was used -- on all documentation, message traffic, etc.

f. Deactivation. As with the FPN, if the ID# is not used the number must be closed and the funds deobligated.

g. Contracting provisions. Contracting procedures follow the same procedures as with an oil pollution incident.

4. DOCUMENTATION. During any incident, the Coast Guard will monitor the activities of all contractors hired by the FOSC as well as document its own costs. Other agencies will document their own costs on the appropriate forms. At the end of the response, all documentation will be submitted to the FOSC for verification and forwarding to the NPFC.

TAB b TO APPENDIX II TO ANNEX D TO THE CHARLESTON OIL & HAZMAT ACP
STATE ACCESS TO THE FUND

References: (a) NPFC Technical Operating Procedures (TOPs)

(b) D7 SOP

(c) 40 CFR 300, National Contingency Plan

(d) 33 CFR 133, State Access to the OSLTF

1. **GENERAL.** States may request reimbursement of removal costs of oil spills from the U.S. Coast Guard's, National Pollution Funds Center (NPFC). The NPFC administers the Oil Spill Liability Trust Fund (OSLTF), which was established for response compensation. Reimbursement of removal costs may be requested for discharges of oil or the substantial threat of a discharge of oil, into the navigable waters of the United States, when the responsible party is unknown as well as when the responsible party denies the claim or fails to settle within 90 days.

2. **HIGHLIGHTS.**

a. The fund may be accessed for recovery of costs incurred due to a discharge of oil, or the substantial threat of a discharge of oil into the navigable waters of the U. S.

b. Funds may be requested to cover investigative costs incurred and recoupment of natural resource damages.

c. A claim may not be submitted for reimbursement if litigation is pending.

d. The decision to pay the claimant will be based solely on the documentation provided within the claim. Therefore, it is essential to have a plan in place that will ensure proper documentation from the initial notification of the incident through to its conclusion.

e. In the absence of a responsible party, the efforts made in attempting to find them should be carefully documented as well.

3. **CLAIMS FOR REIMBURSEMENT.** The State may present claims to the NPFC for reimbursement of removal costs prior to submitting the costs to the responsible party. Claims for costs other than removal must first be presented to the responsible party for reimbursement.

The Governor of the State may, upon request, obligate the OSLTF for payment in the amount not to exceed \$250,000 per incident for removal costs consistent with the NCP. When the State is acting on behalf of the FOSC (EPA or USCG) there is no predetermined cost ceiling.

4. **PRESENTING THE CLAIM.** Due to the numerous specifics regarding claim submission, the procedures outlined in reference (a) should be referred to directly to ensure full reimbursement. The critical success factor is thorough documentation, and, although not required, the forms contained within reference (a) should be used for submission. Otherwise, standard State forms should be submitted to the NPFC in advance of any claim for approval.

TAB c TO APPENDIX II TO ANNEX D TO THE CHARLESTON OIL & HAZMAT ACP
LEAD ADMINISTRATIVE TRUSTEES' ACCESS TO THE FUND

References: (a) NPFC Technical Operating Procedures (TOPs)
(b) D7 SOP
(c) 40 CFR 300, National Contingency Plan

1. GENERAL. Lead Administrative Trustees are agencies with responsibilities for protecting specific areas or natural resources and assessing claims when they are damaged or lost. OPA 90 authorizes these organizations access to the fund through one administrative trustee known as the Lead Administrative Trustee (which must be a federal agency.) The designation of Lead Administrative Trustee is made for each spill based on the trustees jurisdiction and authority over the impacted area.

2. PROCESS. The Federal Lead Administrative Trustee (FLAT) will work directly through the NPFC for each incident requiring funds. The FLAT should submit a request for initiation of a natural resources damage assessment to the cognizant NPFC Regional Manager. The Regional Manager will assign a specific case officer to coordinate the approval process. Together, the NPFC case officer and FLAT will execute a Request and Authorization for Obligation of Funds.

Due to the numerous specific requirements of this process, the procedures outlined in reference (a) should be referred to directly.

ANNEX E
OPERATIONS SECTION

APPENDIX

I: OPERATIONS SECTION ORGANIZATION

Tab a: Operations Section Chief's Responsibilities

Encl: i. Emergency Notifications

Tab b: Staging Area

Tab c: Recovery and Protection Branch

Encl: i. Protection Group
ii. Water Recovery Group
iii. Shoreside Recovery Group
iv. Disposal Group
v. Decontamination Group

Tab d: Emergency Response Branch

Encl: i. Search and Rescue (SAR) Group
ii. Salvage Group
iii. Fire Suppression Group
iv. HAZMAT Group
v. Emergency Medical Services (EMS) Group

EXHIBIT 1 - Warning Systems and Emergency
Public Notification

EXHIBIT 2 - Evacuation Procedures

vi. Law Enforcement Group

Tab e: Air Operations Branch

Encl: i. Air Tactical Group
ii. Air Support Group

Tab f: Wildlife Recovery Branch

Encl: i. Wildlife Recovery Group
ii. Wildlife Rehabilitation Center

Tab g: Decontamination Branch

Tab h: Waterway Management Branch

II: REQUIRED LETTERS AND REPORTS

Tab a: Letters

Encl: i. Notice of Federal Interest (CG-5549)
ii. Notice of Federal Assumption
iii. Letter of Designation (TOPS)
iv. Administrative/Directive Order

Tab b: Reports

Encl: i. OSC Report
ii. Pollution Reports

III: GENERAL RESPONSE CONSIDERATIONS, ALL HAZARDS

Tab a: Oil Spill Response Process and Strategy

Tab b: HAZMAT Response Strategy

Tab c: Marine Fire Fighting Strategies

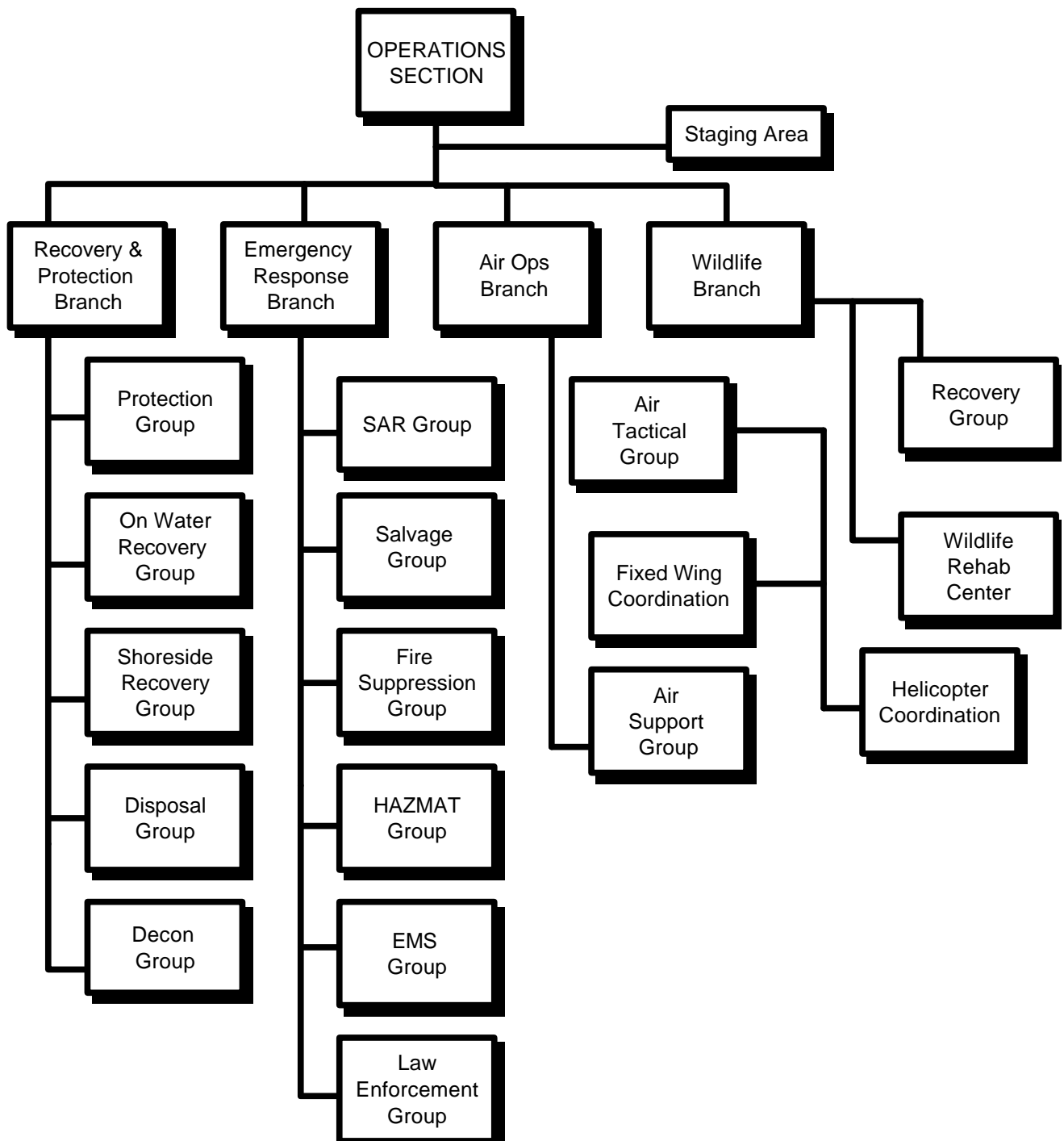
Tab d: Response Resources on the Internet

Charleston Area Committee
C/O Committee Chairman
196 Tradd Street
Charleston, SC 29401

ANNEX E TO THE CHARLESTON OIL AND HAZMAT AREA CONTINGENCY PLAN
OPERATIONS SECTION

The **Operations Section** is responsible for the tactical implementation of all forces used to mitigate the incident. The Operations Section expands to meet the needs of the incident action plan. It is critical that the Planning and Operations Sections have early consultation to ensure the tactical operations envisioned in planning can be implemented based upon existing response resource capabilities and conditions. The Operations Section and each subsection should incorporate the appropriate members from the Unified Command agencies and/or their contractors.

APPENDIX I TO ANNEX E TO CHARLESTON AREA OIL & HAZMAT ACP
OPERATIONS SECTION ORGANIZATION



TAB a TO APPENDIX I TO ANNEX E TO THE CHARLESTON OIL & HAZMAT ACP
OPERATIONS SECTION CHIEF'S RESPONSIBILITIES

The **Operations Section Chief** is responsible for the direction and coordination of all tactical operations. As a part of this overall responsibility the Operations Section shall:

- ◆ Organize and manage the Operations Section branches and units.
- ◆ Assist the Incident Commander in developing tactical objectives for the incident.
- ◆ Assist the Planning Section in defining strategic response goals and tactical operational objectives detailed in the Incident Action Plan.
- ◆ Develop detailed mission assignments, sortie schedules, duty lists, and operational assignments to accomplish the strategic response goals and tactical operational objectives.
- ◆ Brief Operations Section personnel on the result of meetings, contents of incident Action Plans, and other matters related to section operations.
- ◆ Coordinate emergency response operations carried out by third parties, including oil spill cooperatives, response contractors/organizations, specialized service companies, and/or government agencies.
- ◆ Work with Safety Officer to characterize the safety and health implications of an incident and the threat it poses to the health and welfare of people working or living in the vicinity of an incident.
- ◆ If necessary, work with Safety Officer, Procurement Branch Director, and Technical Specialists to identify and obtain the services of skilled contract personnel to conduct air or water dispersion modeling to identify the hazard footprint from an emitted or discharged hazardous material.
- ◆ Obtain regular weather forecasts Environmental Branch Leader and keep Operations Section personnel informed of changing weather conditions.
- ◆ Facilitate the display of information that summarizes the nature and status of field response operations, including:
 - Charts depicting the location of the incident, the location of any spilled or emitted material, trajectory or modeling information, and Division/Group assignments.
 - A status board listing the major equipment and manpower resources assigned to each group.
 - Section organization chart and assignments.
 - The names of Group Supervisors and guidance on how to contract them in the field.
 - Event chronology and attendant reports.

- ◆ Identify additional response resources required or recommend the release of resources to the Unified Command.
- ◆ Evaluate and report to the Unified Command on status of Section's assigned responsibilities, as scheduled.

ENCL i TO TAB a TO APP I TO ANNEX E TO CHARLESTON O&H ACP
EMERGENCY NOTIFICATIONS

1. INITIAL REPORT. Each report of a spill must be captured on a spill report form. A recommended form is included, it should be completely filled out for each report. Some of the information required includes:

- a. Time Report Received
- b. Caller Name, Address, & Phone Number
- c. Vessel/Facility Information
 - (1) Name
 - (2) Type of vessel/facility
 - (3) Nationality (Vessel Only)
 - (4) Location of Incident
 - (5) Time of Incident
 - (6) Type of Incident (Explosion, Grounding, etc.)
 - (7) Pollutant(s)
 - (8) Estimated Amount Spilled
 - (9) Total Potential Amount
 - (10) Weather/Sea Conditions
 - (11) Point of Contact (Responsible Party Name & Phone #)
 - (12) Vessel Agent(s) (Name & Phone #)
- d. Spill Classification

2. NOTIFICATIONS. Upon receipt of a report of a spill or release the appropriate notifications must be made to advise other government agencies which may have an interest in the incident. If the NRC has not been notified, the receiver of the report should encourage the reporting party to make this call, even for reports of mystery sheens and spills.

The Initial Pollution Report Checklist contains a "bare bones" notification listing. If the incident is large or particularly complicated the Emergency Notification List should be used. In either circumstance, the Emergency Notification List contains the contact number for a wide array of agencies, groups, trustees, and organizations that play a role in environmental response. In addition, its use will ensure that those who should be notified are notified.

3. CHRONOLOGICAL LOG. After receiving the report and completing initial notifications a chronological log of events must be started and maintained throughout the incident. Information in this log will be used to develop the POLREPS and any After Action Reports required. It is imperative that the log be thorough and accurate.

MSO CHARLESTON

INITIAL POLLUTION REPORT CHECKLIST

DATE/TIME OF REPORT ____/____/____ RECIEVED BY _____

NRC REPORT NUMBER _____ MC/TK REPORT NUMBER _____

REPORTER (NAME) _____ PHONE NUMBER () _____

ADDRESS _____

=====

DATE/TIME OF OCCURRENCE ____/____/____ WATERWAY _____

SOURCE _____ CAUSE _____

LOCATION _____

MATERIAL SPILLED _____ AMOUNT SPILLED _____

SPILL DIMENSIONS _____

CLEANUP ACTION? **YES / NO** PRODUCT CONTAINED? **YES / NO**

=====

RESPONSIBLE PARTY _____ PHONE NUMBER () _____

VESSEL _____ FLAG _____ O.N. _____

AGENT _____ PHONE NUMBER () _____

QI _____ PHONE NUMBER () _____

=====

DOES CASE MEET CRITERIA OF 46 C.F.R. 4.05? **YES / NO**

(IF YES, CONTACT INVESTIGATIONS DEPT)

	OIL (gallons)		HAZMAT
	Inland	Coastal	
Minor	<1,000	<10,000	<RQ
Medium	1,000 - 10,000	10,000 - 100,000	>RQ
Major	>10,000	>100,000	Substantial Threat or Critical Public Concern

=====

NOTIFY THE FOLLOWING AS REQUIRED

TIME	NOTIFIED	WHO	PHONE NUMBER
_____	PortOps Dept Head		(843) 570-0548 (Bpr)
_____	XO		1-800-946-4646 (Bpr) PIN# 6041736
_____	CO		1-800-946-4646 (Bpr) PIN# 6029057
_____	NRC		1-800-424-8802
_____	SC DHEC		1-888-481-0125
_____	EPA Region IV		404-347-4062
_____	D7 (cc)		305-536-5611
_____	D7 (m) Duty Officer		305-536-5651

=====

OTHER APPLICABLE INFORMATION

MSO CHARLESTON

EMERGENCY NOTIFICATION LIST

		<u>Phone #</u>	<u>Time</u>	<u>Date</u>	<u>Initials</u>
[]	CCGD7 (mep)**	(305) 536-5651	_____	_____	_____
[]	CCGD7 (opcen)**	(305) 536-5611	_____	_____	_____
[]	CCGD7 (dl)	(305) 536-5653	_____	_____	_____
[]	NSFCC	(919) 331-6000	_____	_____	_____
[]	GULF STRIKE TEAM	????????????	_____	_____	_____
[]	LANT PUBLIC AFFAIRS	(212) 668-7114	_____	_____	_____
[]	MLCLANT (fcp)	????????????	_____	_____	_____
[]	LANT OPCEN (24 hr.)	????????????	_____	_____	_____
[]	STA. GEORGETOWN	(843) 546-2742	_____	_____	_____
[]	MSO SAVANNAH	(912) 652-4371	_____	_____	_____
[]	MSO WILMINGTON	(919) 343-4882	_____	_____	_____
[]	AIRSTA SAVANNAH	(912) 352-6737	_____	_____	_____
[]	GROUP CHARLESTON	(843) 724-7616	_____	_____	_____
		7618			
		7619			
[]	NRC*	(800) 424-8802	_____	_____	_____
		(202) 267-2675	_____	_____	_____

FEDERAL AGENCIES

[]	U.S. EPA	????????????	_____	_____	_____
[]	NOAA HAZMAT	(206) 526-6317	_____	_____	_____
	(Seattle, WA)	(24 HR #)			
[]	NOAA "Trustee Notification"		(same # as NOAA HAZMAT)		
[]	NOAA SSC	(305) 530-7931	_____	_____	_____
[]	DOI (U.S. FISH &	(803) 727-4707	_____	_____	_____
	WILDLIFE SERVICE)	(843) 795-7729	_____	_____	_____
[]	NATIONAL PARK SER.	(843) 883-3123	_____	_____	_____
	(24 hr)	1-888-614-0672	_____	_____	_____
[]	U.S. DEPT. OF ENERGY				
	(24 hr.)	(843) 725-3333	_____	_____	_____
[]	U.S. DEPT OF JUSTICE	(843) 727-4583	_____	_____	_____
	(Pager)	(843) 748-6645	_____	_____	_____
[]	NUC REG COM	????????????	_____	_____	_____
[]	DOC (NMFS)	????????????	_____	_____	_____
[]	U.S. ARMY CORPS	????????????	_____	_____	_____
[]	FEMA(24 hr.)	(202) 646-2400	_____	_____	_____
[]	U.S. ARMY	(843) 751-7640	_____	_____	_____
[]	U.S. FOREST SERVICE	????????????	_____	_____	_____
	(WAMBAH AREA)	(843) 887-3257	_____	_____	_____

STATE AGENCIES

[]	SCDHEC CHARLESTON *	(843) 740-1590	_____	_____	_____
	(24 hr)COLUMBIA	(888) 481-0125			
[]	SCDNR	(843) 762-5068	_____	_____	_____
	(24 hr.)	(800) 922-5431	_____	_____	_____
[]	SC STATE HWY. PATROL	(843) 740-1660	_____	_____	_____
[]	SC DEPT OF HIGHWAY & PUBLIC TRANS.	(803) 740-1655	_____	_____	_____
[]	SC COASTAL COUNCIL	(803) 744-5838	_____	_____	_____
[]	SC STATE PORTS AUTH.	(803) 577-8659	_____	_____	_____
[]	SC STATE GOVERNOR	(803) 734-0425	_____	_____	_____
[]	SC STATE PARKS	(803) 734-0165	_____	_____	_____

LOCAL EMERGENCY PREPAREDNESS DIVISIONS

[]	BEAUFORT COUNTY EPD	(843) 524-2777	_____	_____	_____
[]	BERKLEY COUNTY EPD	(843) 761-9000	_____	_____	_____
[]	CHASTN COUNTY EPD	(843) 554-4700	_____	_____	_____
[]	COLLETON COUNTY EPD	(843) 549-2529	_____	_____	_____
[]	DORCHSTR COUNTY EPD	(843) 873-5111	_____	_____	_____
[]	GEORGTWN COUNTY EPD	(843) 527-7820	_____	_____	_____
[]	HORRY COUNTY EPD	(843) 248-1300	_____	_____	_____

****FOR FIRE, POLICE, EMS, ETC. SEE APPROPRIATE SECTION OF ANNEX F**

ENVIRONMENTAL INTEREST GROUPS

[]	AUDUBON SOCIETY	(843) 577-7100	_____	_____	_____
[]	SIERRA CLUB -	(843) 556-3620	_____	_____	_____
	LUNZ CHAPTER	(843) 769-6899	_____	_____	_____
[]	SC COASTAL CONSERVATION LEAGUE	(843) 723-7689 (843) 723-8035	_____	_____	_____
[]	CHARLESTON HARBOR SC SEAGRANT	(843) 727-2078	_____	_____	_____
[]	COOPER RIVER WATER USERS ASSOC.	(843) 797-9073	_____	_____	_____
[]	CONCERNED CITIZENS FOR THE ASHLEY RIVER	(843) 553-9606	_____	_____	_____
[]	SAVE THE WANDO ASSOC	(843) 577-4920 (843) 883-3880	_____	_____	_____
[]	THE STONO RIVER ENVIRONMENT PROTECTION ASSOC.	(843) 762-0274	_____	_____	_____

* **Notify on all pollution incidents.**

** **Notify on all actual or potential medium or major pollution incidents.**

TAB b TO APPENDIX I TO ANNEX E TO THE CHARLESTON OIL & HAZMAT ACP
STAGING AREA

The **Staging Area Manager**, under the Operations Section Chief, is responsible for managing all activities within the designated staging areas. The staging areas hold equipment and supplies in a ready status for deployment, backup, or demobilization. The Staging Area Manager shall:

- ◆ Review common responsibilities.
- ◆ Identify staging sites required.
- ◆ Identify logistical needs required.
- ◆ Prepare designated staging sites and facilitate the movement of response resources into operation.
- ◆ Identify additional resources and logistics needs.
- ◆ Maintain status log of equipment at each staging site. Log should include kind and type of equipment, amount available, and whether the equipment is assigned, available, or out of service.
- ◆ Report on the status of staging, as scheduled.
- ◆ Maintain Unit Activity Log (ICS 214).

TAB c TO APPENDIX I TO ANNEX E TO THE CHARLESTON OIL & HAZMAT ACP
RECOVERY AND PROTECTION BRANCH

The **Recovery and Protection Branch** is responsible for overseeing and implementing the protection, containment, and cleanup activities established in the Incident Action Plan. The Recovery and Protection Branch Director reports to the Operations Section Chief. The Recovery and Protection Branch Director shall:

- ◆ Review Common Responsibilities.
- ◆ Participate in planning meetings as required.
- ◆ Develop operations portion of the Incident Action Plan.
- ◆ Brief and assign operations personnel in accordance with the Incident Action Plan.
- ◆ Supervise operations.
- ◆ Determine resource needs.
- ◆ Review information about special activities, events, and occurrences to Operations Section Chief.
- ◆ Maintain Unit/Activity Log (ICS 214).

ENCL i TO TAB c TO APP I TO ANNEX E TO THE CHARLESTON O&H ACP
PROTECTION GROUP

The **Protection Group** is responsible for the deployment of containment, diversion, and absorbing boom in designated locations. Depending on the size of the incident, the Protection Group may be further divided into teams, task forces, and single resources. The Protection Group Supervisor reports to the Protection Group Supervisor shall:

- ◆ Review Common Responsibilities.
- ◆ Implement Protection Strategies in Incident Action Plan.
- ◆ Direct, coordinate and assess effectiveness of protective actions.
- ◆ Modify protective actions as needed.
- ◆ Brief the Recovery and Protection Branch Director on activities.
- ◆ Maintain Unit/Activity Log (ICS 214).

ENCL ii TO TAB c TO APP I TO ANNEX E TO THE CHARLESTON O&H ACP
WATER RECOVERY GROUP

The **Water Recovery Group** is responsible for maintaining on water oil recovery activities, and enforcing any safety zones in effect. The Water Recovery Group Supervisor reports to the Recovery and Protection Branch Director. The Water Recovery Group Supervisor shall:

- ◆ Review Common Responsibilities.
- ◆ Direct the delivery, deployment, and operation of afloat resources.
- ◆ Control all afloat assets necessary to enforce any safety zones in affect.
- ◆ Provide a field status of skimming operations to the Operations Section Chief.
- ◆ Maintain estimates of product recovered.
- ◆ Identify logistical support needs of skimming operators.
- ◆ Ensure recovery and holding containers operate efficiently.
- ◆ Propose alternate strategies based on field results and conditions.
- ◆ Oversee the work of the field personnel:
 - Make/verify assignments.
 - Establish/review reporting requirements.
 - Hold planning and briefing meetings.
 - Emphasize communication and teamwork.
 - Resolve conflicts.
- ◆ Ensure that assigned personnel have the equipment, materials, and supplies needed to carry out their duties in a safe, efficient, and effective fashion.
- ◆ Provide Operations Section Chief with recommendation on the timing of the release of equipment and/or manpower no longer needed for on land operations.
- ◆ Report to Operations Section Chief on the status of afloat operations, as scheduled.

ENCL iii TO TAB c TO APP I TO ANNEX E TO THE CHARLESTON O&H ACP
SHORESIDE RECOVERY GROUP

The **Shoreside Recovery Group** is responsible for overseeing and implementing the containment, cleanup, temporary storage and disposal of waste as identified by the Planning section. The branch leader reports to the Operations Section Chief and is responsible for the deployment of containment, diversion, and absorbing boom in locations. The Shoreside Recovery Group Supervisor reports to the Recovery and Protection Branch Director. The Shoreside Recovery Group Supervisor shall:

- ◆ Review Common Responsibilities.
- ◆ Manage the personnel and equipment necessary to accomplish shoreline recovery and cleanup objectives established in the Incident Action Plan.
- ◆ Comply with booming priorities and provide realistic booming completion times.
- ◆ Deploy and maintain booms, dikes, or other protection devices as directed to accomplish protection, diversion, or containment strategies, and modify planned strategies as required by actual field conditions.
- ◆ Report on the efficiency of shoreline recovery and cleanup methods.
- ◆ Maintain booms and mooring systems and ensure that product which has been contained, diverted, or captured is recovered.
- ◆ Maintain estimates of recovered oil and waste generated by response operation.
- ◆ Develop tactical strategies for on land response operations, and identify heavy equipment, containment booms, recovery equipment, pressure washer, pumps, sorbent materials, or any other equipment to be used to contain and recover spilled oil.
- ◆ Identify protection resource and logistics needs, including boom types, lengths, mooring systems, and vessel support requirements.
- ◆ Propose alternative protection strategies based on field results and environmental conditions.
- ◆ Ensure that assigned personnel have the equipment, materials, and supplies needed to carry out their duties in a safe, efficient, and effective fashion.

- ◆ Oversee the work of the field personnel:
 - Make/verify assignments.
 - Establish/review reporting requirements.
 - Hold planning and briefing meetings.
 - Emphasize communication and teamwork.
 - Resolve conflicts.
- ◆ Request Natural Resource Trustees sign off on shoreline cleanup activities.
- ◆ Ensure that assigned personnel have required level of safety training.
- ◆ Provide Operation Section Chief with recommendations on the timing of the release of equipment and/or manpower no longer needed for on land response operations.
- ◆ Ensure that appropriate documentation is compiled on response operations and copies are forwarded to Planning and Finance Sections.
- ◆ Report to the Operations Section Chief on the effectiveness of booming and other to shoreline cleanup methods, as scheduled.
- ◆ Maintain Unit/Activity Log (ICS 214).

ENCL iv TO TAB c TO APP I TO ANNEX E TO THE CHARLESTON O&H ACP
DISPOSAL GROUP

The **Disposal Group** is responsible for coordinating the on site activities of personnel engaged in collecting, storing, transporting, and disposing of waste materials. Depending on the size and location of the spill, the disposal groups may be further divided into teams, task forces, and single resources. The Disposal Group Supervisor reports to the Recovery and Protection Branch Director. The Disposal Group Supervisor shall:

- ◆ Review Common Responsibilities.
- ◆ Implement disposal portion of Incident Action Plan.
- ◆ Ensure compliance with all hazardous waste laws and regulations.
- ◆ Maintain accurate records of recovered material.
- ◆ Brief Recovery and Protection Branch Director on activities.
- ◆ Maintain Unit/Activity Log (ICS 214).

EXH 1 TO ENCL iv TO TAB c TO APP I TO ANN E TO THE CHARLESTON O&H ACP
REMOVAL AND WASTE DISPOSAL CONSIDERATIONS

1. GENERAL.

a. The Resource Conservation and Recovery Act (RCRA), found in 40 CFR 260-266 & 270, is intended to promote the protection of health and the environment, and to conserve valuable material and energy resources by providing guidelines for solid waste collection, transportation, separation, recovery, and disposal practices and systems.

b. In South Carolina, the Department of Health and Environmental Control (DHEC) has passed regulations at least as protective as RCRA, and has authorization from the Environmental Protection Agency to enforce RCRA in the State. The South Carolina Hazardous Waste Management Regulations (R.61-79) and Solid Waste Regulations (R.61-107.1, R.61-107.2, R.61-107.3, R.61-107.4, R.61-107.5, R.61-107.6, R.61-107.10, R.61-107.11, R.61-107.12, R.61-107.14, and R.61-107.258.) promulgated pursuant to sections 44-45-10 thru 44-56-140 and sections 44-96-10 thru 44-96-160 of the 1976 South Carolina Code of Laws, establish requirements for management of both hazardous and nonhazardous wastes.

2. CLASSIFICATIONS. The Hazardous Waste Management Regulations require generators of wastes to make a determination as to whether that waste is hazardous or nonhazardous. A waste may be hazardous either because it is specifically listed or because it meets one of the characteristics (ignitability, corrosivity, reactivity, or toxicity) of a hazardous waste, as described by the regulations. Xylene is an example of a listed hazardous waste. Leaded gasoline would meet the characteristics of both ignitability (flash point less than 140 degrees F) and toxicity (greater than 5 parts per million lead and greater than 0.5 parts per million benzene as determined by the toxicity characteristic leaching procedures).

a. Hazardous. If a waste is hazardous, a generator must submit a notification to DHEC. While he arranges (through an authorization process) for a permitted facility to treat, store, or dispose of his waste, he must ensure that his wastes are properly containerized, labeled, and secured. The waste must be transported by a permitted hazardous waste transporter under a manifest system to the authorized facility. Records must be kept by the generator, and a quarterly report must be filed with DHEC. When recovered and reused, wastes are excluded from regulation. However, full compliance is required up to the point of reuse. Lists of permitted hazardous waste facilities and transporters are attached.

b. Nonhazardous. Nonhazardous wastes are not as stringently regulated. While disposal is being arranged with a properly permitted facility and disposal approval is being obtained from DHEC, nonhazardous wastes must be stored in a manner that prevents health and safety problems and releases to the environment.

- (1) Disposal options vary with the nature and amount of the waste, and include use in asphalt manufacturing, cement manufacturing, brick manufacturing, as a fuel in an industrial boiler, incineration, disposal in a permitted wastewater treatment facility, and disposal in a permitted landfill. The State operates no commercial disposal facilities, and disposal approvals will always be contingent on the facility's

acceptance of each waste. Therefore, the generator must obtain agreement to accept the waste from the facility prior to applying to DHEC for approval. Waste management and transportation companies are familiar with changing regulations in South Carolina and other states, and are especially well qualified to arrange cost-effective disposal for each type and quantity of waste at the various disposal and reuse facilities. These companies are also equipped to arrange short-term storage while disposal options are pursued.

For a waste to be accepted into a wastewater treatment facility, it must meet conditions imposed by the General Pretreatment Regulations (Section 403 of the Federal Water Pollution Control Act, as amended), must be in accordance with a pretreatment program developed by the facility and approved by DHEC, and must be in accordance with DHEC's approval for transportation of that waste to the facility. The facility may impose additional restrictions and conditions as allowed by sewer use ordinances.

In order for a waste to be accepted into a nonhazardous waste landfill, the generator must have determined the waste to be nonhazardous, and the landfill which is to receive the waste must have either a permit from DHEC for disposal of that specific waste, or an approval from DHEC on a case by case basis. The generator of the waste, with assistance from the landfill operator and waste hauler, provides information about the waste to be used to apply to DHEC for disposal approval. In the approval, special conditions may be imposed, as needed, to allow for proper management of that waste. The landfill may impose additional restrictions and conditions, or may decline to accept the waste.

Acceptance of nonhazardous waste at asphalt, cement, and brick manufacturing facilities must be in compliance with applicable permits and with specific disposal approval from DHEC.

Disposal issues must be coordinated with the Waste Assessment Branch of DHEC's Columbia office and also the DHEC district office hazardous waste consultant.

ENCL v TO TAB c TO APP I TO ANNEX E TO THE CHARLESTON O&H ACP
DECONTAMINATION GROUP

The **Decontamination Group** is responsible for decontamination of personnel and response equipment in compliance with approved statutes. The Decontamination Group Supervisor reports to the Recovery and Protection Branch Director. The Decontamination Group Supervisor shall:

- ◆ Review Common Responsibilities.
- ◆ Implement Decontamination Plan.
- ◆ Determine resource needs.
- ◆ Direct and coordinate decontamination activities.
- ◆ Brief Site Safety Officer on conditions.
- ◆ Brief Recovery and Protection Branch Director on activities.
- ◆ Maintain Unit/Activity Log (ICS 214).

TAB d TO APPENDIX I TO ANNEX E TO THE CHARLESTON OIL & HAZMAT ACP
EMERGENCY RESPONSE BRANCH

The **Emergency Response Branch** is primarily responsible for overseeing and implementing emergency measures to protect life, mitigate further damage to the environment, and stabilize the situation. The Emergency Response Branch Director reports to the Operations Section Chief. The Emergency Response Branch Director shall:

- ◆ Review Common Responsibilities.
- ◆ Participate in planning meetings as required.
- ◆ Develop operations portion of Incident Action Plan.
- ◆ Supervise operations.
- ◆ Determine need and request additional resources.
- ◆ Review suggested list of resources to be released and initiate recommendation for release of resources.
- ◆ Report information about special activities, events, and occurrences to Incident Commander.
- ◆ Maintain Unit/Activity Log (ICS 214).

ENCL i TO TAB d TO APP I TO ANNEX E TO THE CHARLESTON O&H ACP
SEARCH AND RESCUE (SAR) GROUP

The Search and Rescue Group is responsible for prioritization and coordination of all SAR missions directly related to a specific incident. The Search and Rescue Group Supervisor reports to the Emergency Response Branch Director. The Search and Rescue Group Supervisor shall:

- ◆ Review Common Responsibilities.
- ◆ Prioritize SAR missions.
- ◆ Determine resource needs.
- ◆ Direct and coordinate SAR missions.
- ◆ Manage dedicated SAR resources.
- ◆ Brief Emergency Response Branch Director on activities.
- ◆ Maintain Unit/Activity Log (ICS 214).

ENCL ii TO TAB d TO APP I TO ANNEX E TO THE CHARLESTON O&H ACP
SALVAGE GROUP

The **Salvage Group** is responsible for coordinating and directing all salvage activities related to the incident. Where an oil-carrying vessel is involved, the Salvage Group Supervisor will provide assistance to the Emergency Response Branch Director and the vessel operator in coordinating damage control and lightering operations and provide technical liaison. The Salvage Group Supervisor reports to the Emergency Response Branch Director. The Salvage Group Supervisor shall:

- ◆ Review Common Responsibilities.
- ◆ Direct and manage salvage resources to accomplish tactical operational objectives as directed.
- ◆ Obtain preliminary information on extent of vessel's damage, as well as stability and strength conditions. Assess damage to affected vessel, and attempt to control pollution source and minimize further damage.
- ◆ Work with vessel operator to identify source of pollution and measures to mitigate or stop.
- ◆ Conduct situation investigations, grounding surveys, and analyze salvage problems.
- ◆ Plan and carry out emergency lightering operations.
- ◆ Plan and carry out salvage operations.
- ◆ Identify salvage resources and logistics support needs.
- ◆ Direct and manage fire-fighting resources to accomplish tactical operational objectives as directed.
- ◆ Work with Emergency Response Branch Director to develop a plan to address any discharge that may occur during the movement of a disabled or damaged vessel or barge.
- ◆ Assist in preparation and review of a salvage/lightering plan with Emergency Response Branch Director for final approval by the Incident Commander.
- ◆ Keep vessel salvage personnel informed of changing weather conditions.
- ◆ Report to Emergency Response Branch on the status of salvage, as scheduled.
- ◆ Maintain Unit/Activity Log (ICS 214).

ENCL iii TO TAB d TO APP I TO ANNEX E TO THE CHARLESTON O&H ACP
FIRE SUPPRESSION GROUP

The **Fire Suppression Group** is responsible for coordinating and directing all fire fighting activities related to the incident. The Fire Suppression Group Supervisor reports to the Emergency Response Branch Director. The Fire Suppression Group Supervisor shall:

- ◆ Review Common Responsibilities.
- ◆ Prioritize responses to fires related to the incident.
- ◆ Identify fire fighting resources and logistics support needs.
- ◆ Plan and carry out fire fighting operations.
- ◆ Determine need and request additional resources.
- ◆ Direct and coordinate fire-fighting mission.
- ◆ Manage dedicated fire fighting resources.
- ◆ Conduct situation investigations, fire surveys, and analyze fire-fighting problems.
- ◆ Brief Emergency Response Branch on activities.
- ◆ Maintain Unit/Activity Log (ICS 214).

ENCL iv TO TAB d TO APP I TO ANNEX E TO THE CHARLESTON O&H ACP
HAZMAT GROUP

The **HAZMAT Group** is responsible for coordinating and directing all hazardous materials activities related to the incident. The HAZMAT Supervisor reports to the Emergency Response Branch Director. The HAZMAT Group Supervisor shall:

- ◆ Review Common Responsibilities.
- ◆ Prioritize HAZMAT responses related to the incident.
- ◆ Identify HAZMAT resources and logistics support needs.
- ◆ Plan and carry out HAZMAT operations.
- ◆ Determine need and request additional resources.
- ◆ Direct and coordinate HAZMAT responses.
- ◆ Manage dedicated HAZMAT resources.
- ◆ Conduct situation investigations, surveys, and analyze problems.
- ◆ Brief Emergency Response Branch on activities.
- ◆ Maintain Unit/Activity Log (ICS 214).

ENCL v TO TAB d TO APP I TO ANNEX E TO THE CHARLESTON O&H ACP
EMERGENCY MEDICAL SERVICES (EMS) GROUP

The **Emergency Medical Services (EMS) Group** is responsible for coordinating and directing all emergency medical services related to the incident. The EMS Group Supervisor reports to the Emergency Response Branch Director. The EMS Group Supervisor shall:

- ◆ Review Common Responsibilities.
- ◆ Prioritize EMS responses related to the incident and respond to medical emergencies.
- ◆ Identify EMS resources and logistics support needs.
- ◆ Determine need and request additional resources.
- ◆ Direct and coordinate EMS responses.
- ◆ Manage dedicated EMS resources.
- ◆ Conduct situation investigations, surveys, and analyze problems.
- ◆ Brief Emergency Response Branch on activities.
- ◆ Maintain Unit/Activity Log (ICS 214).

EXH 1 TO ENCL v TO TAB d TO APP I TO ANN E TO THE CHARLESTON O&H ACP
WARNING SYSTEMS AND EMERGENCY PUBLIC NOTIFICATION

Public warnings and emergency public notifications are carried out by the cognizant county Emergency Preparedness Division (EPD).

CHARLESTON COUNTY EPD.....(843) 554-5951
BERKELEY COUNTY..... (843) 723-3800
COLLETON COUNTY EPD.....(843) 549-5632
GEORGETOWN COUNTY EPD.....(843) 546-6869
HORRY COUNTY EPD.....(843) 248-1225
24 HOUR.....(843) 248-1300

Vessel notifications will be coordinated with Coast Guard Group Charleston via Broadcast Notice to Mariners (BNTM).

EXH 2 TO ENCL v TO TAB d TO APP I TO ANN E TO CHARLESTON O&H ACP
EVACUATION PROCEDURES

1. SHORESIDE. During the course of a response to a hazardous substance release, it may become necessary to evacuate an area in the vicinity of the release site. The Incident Commander will make the determination to evacuate populated areas and the appropriate county Emergency Preparedness Division (EPD) will coordinate local, state, and Federal resources to ensure that the evacuation is carried out. Reference the Charleston County Emergency Operations Plan or the South Carolina Comprehensive Emergency Preparedness Plan for details.

CHARLESTON COUNTY EPD.....(843) 554-5951
BERKELEY COUNTY.....(843) 723-3800
COLLETON COUNTY EPD.....(843) 549-5632
GEORGETOWN COUNTY EPD.....(843) 546-6869
HORRY COUNTY EPD.....(843) 248-1225
24 HOUR.....(843) 248-1300

2. VESSEL. In the event that a moored or anchored vessel is located in an area subject to evacuation, a Captain of the Port Order may be necessary to evacuate the vessel. Coast Guard personnel should coordinate with the vessel's master and/or agent to safely evacuate the vessel. It may also be necessary to establish and enforce a safety zone to prohibit vessel traffic into an excluded area. A vessel should NEVER be ordered to evacuate without first consulting with the Captain of the Port, regardless of whether it is underway or moored.

ENCL vi TO TAB d TO APP I TO ANNEX E TO THE CHARLESTON O&H ACP
LAW ENFORCEMENT GROUP

The **Law Enforcement Group** is responsible for coordinating and directing all law enforcement activities related to the incident. This may include but not be limited to; isolating the incident, crowd control, traffic control, enforcing evacuations, beach closures, conducting routine patrols, and/or perimeter security. The Law Enforcement Group Supervisor reports to the Emergency Response Branch Director. The Law Enforcement Group Supervisor shall:

- ◆ Review Common Responsibilities.
- ◆ Determine need and request additional resources.
- ◆ Direct and coordinate law enforcement activities.
- ◆ Manage dedicated law enforcement resources.
- ◆ Conduct situation investigations, surveys, and analyze problems.
- ◆ Manage and enforce required public protection actions.
- ◆ Brief Emergency Response Branch on activities.
- ◆ Maintain Unit/Activity Log (ICS 214).

TAB e TO APPENDIX I TO ANNEX E TO THE CHARLESTON OIL & HAZMAT ACP
AIR OPERATIONS BRANCH

The **Air Operations Branch** is primarily responsible for preparing the air operations portion of the Incident Action Plan. The Incident Action Plan will reflect agency restrictions that have an impact on the operational capability or utilization of resources such as night flying or hours per pilot. After the Incident Action Plan is approved, air operations is responsible for implementing its strategic aspects, those that relate to the overall incident strategy as opposed to those that pertain to tactical operations like specific target selection. Additionally, the Air Operations Branch Director is responsible for providing logistical support to helicopters operating on the incident. The Air Operations Branch Director reports to the Operations Section Chief. The Air Operations Branch Director shall:

- ◆ Review Common Responsibilities.
- ◆ Organize preliminary air operations.
- ◆ Request declaration or cancellation of restricted air space area.
- ◆ Participate in planning meetings as required.
- ◆ Participate in preparation of the Incident Action Plan.
- ◆ Perform operational planning for air operations.
- ◆ Prepare and provide Air Operations Summary Worksheet to the Air Support Group and Fixed-Wing Bases.
- ◆ Determine coordination procedures for use by air organization with ground Branches, Divisions, or Groups.
- ◆ Coordinate with appropriate Operations Section personnel.
- ◆ Supervise all air operations activities associated with the incident (ICS 220).
- ◆ Establish procedures for emergency reassignment of aircraft.
- ◆ Schedule approved flights of non-incident aircraft in the restricted air space area.
- ◆ Inform the Air Tactical Group Supervisor of the air traffic situation external to the incident.
- ◆ Resolve conflicts concerning non-incident aircraft.
- ◆ Coordinate with Federal Aviation Agency.
- ◆ Update air operations plans.

- ◆ Report to the Operations Section Chief on air operations activities.
- ◆ Arrange for an accident investigation team when warranted.
- ◆ Maintain Unit/Activity Log (ICS 214).

ENCL i TO TAB e TO APP I TO ANNEX E TO THE CHARLESTON O&H ACP
AIR TACTICAL GROUP

This enclosure describes the duties of the **Air Tactical Group** and the two coordinators that report to the Air Tactical Group Supervisor, the Helicopter Coordinator and the Fixed Wing Coordinator.

The **Air Tactical Group** is primarily responsible for the coordination and scheduling of aircraft operations intended to locate, observe, track, surveil, support dispersant applications, or other deliverable response application techniques, or report on the incident situation when fixed and/or rotary-wing aircraft are airborne at an incident. These coordination activities are performed by the Air Tactical Group Supervisor while airborne. The Air Tactical Group Supervisor reports to the Air Operations Branch Director. The Air Tactical Group Supervisor shall:

- ◆ Review Common Responsibilities.
- ◆ Determine what aircraft (fixed wing and helicopters) are operating within the area of assignments.
- ◆ Obtain briefing from the Air Operations Branch Director or Operations Section Chief.
- ◆ Manage air tactical activities based upon the Incident Action Plan.
- ◆ Establish and maintain communications with Air Operations, Fixed Wing Aircraft and Helicopter Coordinators, Air Support Group Supervisor, and Fixed-Wing Bases.
- ◆ Coordinate approved flights on non-incident aircraft or non-tactical flights in restricted air space area.
- ◆ Coordinate dispersant, in-situ burning, and bioremediation application through the Air Operations Branch Director.
- ◆ Obtain information about air traffic external to the incident.
- ◆ Receive reports of non-incident aircraft violating restricted air space area.
- ◆ Make tactical recommendations to approved ground contact (Operations Section Chief, Branch Director, or Division Supervisor).
- ◆ Inform the Air Operations Branch Director of tactical recommendations affecting the air operations portion of the Incident Action Plan.
- ◆ Coordinate air surveillance mission scheduling and observer assignments with the Situation Unit Leader.
- ◆ Identify remote sensing technology that may enhance surveillance capabilities.
- ◆ Coordinate air surveillance observations and provide reports by the most direct methods available.

- ◆ Report on air surveillance and operations activities to Air Operations Branch Director.
- ◆ Coordinate application monitoring requirements with the Helicopter and Fixed Wing Coordinators and the Situation Unit.
- ◆ Report on air application activities to the Air Operations Director.
- ◆ Report on incidents/accidents.
- ◆ Maintain Unit/Activity Log (ICS 214).

The **Helicopter Coordinator** is primarily responsible for the coordination of all tactical or logistical helicopter missions while in flight over the mission. The Helicopter Coordinator is also responsible for the coordination and scheduling of helicopter operations intended to locate, observe, track, surveil, or report on the incident situation. The Helicopter Coordinator coordinates the application of dispersants, in-situ burning agents and bioremediation agents. The Helicopter Coordinator reports to the Air Tactical Group Supervisor.

- ◆ Review Common Responsibilities.
- ◆ Determine the type and quantity of aircraft operating within incident assignment area.
- ◆ Determine helicopter capabilities and limitations.
- ◆ Survey and report on potential problems within incident assignment area (other aircraft hazards, ground hazards, etc.).
- ◆ Coordinate air traffic control procedures with pilots, Air Operations Branch Director, Air Tactical Group Supervisor, Fixed Wing Coordinator, and the Air Support Group.
- ◆ Coordinate the use of communication frequencies for ground-to-air and air-to-air communications with the Air Tactical Supervisor and the Communications Unit.
- ◆ Assign and ensure use of appropriate operating frequencies by incident helicopters.
- ◆ Coordinate and make geographic assignments for helicopter operations with the Air Tactical Group Supervisor.
- ◆ Implement and monitor all safety requirements and procedures.
- ◆ Ensure that approved night flying procedures are being followed.
- ◆ Supervise all helicopter activities.
- ◆ Immediately report accidents or incidents to the Air Tactical Group Supervisor and the Air Operations Branch Director.
- ◆ Maintain Unit/Activity Log (ICS 214).

The **Fixed Wing Coordinator** is primarily responsible for the coordination of assigned airborne fixed-wing aircraft operations at the incident. The Fixed Wing Coordinator is also responsible for the scheduling of fixed wing operations intended to locate, observe, track, surveil, or report on the incident situation. The Fixed Wing Coordinator coordinates the application of dispersants, in-situ burning agents, and bioremediation agents. The Fixed Wing Coordinator reports to the Air Tactical Group Supervisor.

- ◆ Review Common Responsibilities.
- ◆ Determine type and quantity of aircraft operating within the incident area.
- ◆ Determine fixed-wing aircraft capabilities and limitations.
- ◆ Survey and report on potential problems within incident assignment area.
- ◆ Coordinate air traffic control procedures with pilots, Air Operations, Air Tactical Group Supervisor, Helicopter Coordinator, and Air Support Group.
- ◆ Immediately report accidents or incidents to the Air Tactical Group Supervisor and the Air Operations Branch Director.
- ◆ Maintain Unit/Activity Log (ICS 214).

ENCL ii TAB e TO APP I TO ANNEX E TO THE CHARLESTON O&H ACP
AIR SUPPORT GROUP

The **Air Support Group** is primarily responsible for supporting and managing helibase and helispot operations, and maintaining liaison with fixed-wing air bases. This includes providing:

- a. fuel and other supplies;
- b. maintenance and repair of helicopters;
- c. keeping records of helicopter activity; and
- d. providing enforcement of safety regulations.

These major functions are performed at helibases and helispots. Helicopters during landing and takeoff and while on the ground are under the control of the air support group's Helibase or Helispot managers. The Air Support Group Supervisor reports to the Air Operations Branch Director.

- ◆ Review Common Responsibilities.
- ◆ Obtain copy of the Incident Action Plan from the Air Operations Branch Director, including the Air Operations Summary Worksheet.
- ◆ Participate in Air Operations Branch Director planning activities.
- ◆ Inform Air Operations Branch Director of group activities.
- ◆ Identify resources/supplies dispatched for air support group.
- ◆ Request special air support items from appropriate sources through logistics section.
- ◆ Identify helibase and helispot locations from the Incident Action Plan or from the Air Operations Branch Director.
- ◆ Determine need for assignment of personnel and equipment at each helibase or helispot.
- ◆ Coordinate special request for air logistics.
- ◆ Maintain coordination with air bases supporting the incident.
- ◆ Coordinate activities with Air Operations Branch Director.
- ◆ Obtain assigned ground to air frequency for helibase operations from Communication Unit Leader or Communications Plan.
- ◆ Inform Air Operations Branch Director of capability to provide night flying service.
- ◆ Ensure compliance with each agency's operations checklist for day and night operations.
- ◆ Ensure dust abatement procedures are implemented at helibase and helispots.

- ◆ Provide crash-rescue service for helibases and helispots.
- ◆ Ensure that Air Traffic Control procedures are established between helibase and helispots and the Air Tactical Group Supervisor, Helicopter Coordinator or Air Tanker/Fixed Wing Coordinator.
- ◆ Maintain Unit/Activity Log (ICS 214).

TAB f TO APPENDIX I TO ANNEX E TO THE CHARLESTON OIL & HAZMAT ACP
WILDLIFE RECOVERY BRANCH

The **Wildlife Recovery Branch** is responsible for the recovery and rehabilitation of wildlife impacted by the spill. The branch may be further divided into groups such as marine mammal recovery, marine mammal rehabilitation, bird recovery, and bird rehabilitation. The Wildlife Recovery Branch Director reports to the Operations Section Chief. The Wildlife Recovery Branch Director shall:

- ◆ Review Common Responsibilities.
- ◆ Coordinate wildlife protection and rescue operations with Federal and state resource agencies.
- ◆ Identify type and number of wildlife that may require recovery and rehabilitation based upon;
 - species
 - sensitivity to oil
 - mobility
- ◆ Establish wildlife recovery and rehabilitation protocols based upon;
 - species
 - location
 - availability of care facilities
 - Wildlife trustee relationships
- ◆ Collect and coordinate information required to document natural resource damages.
- ◆ Identify resource and logistics requirements to accomplish hazing, capture, triage, care, transport, rehabilitation, and release of wildlife.
- ◆ Direct, coordinate, and conduct wildlife recovery and capture operations.
- ◆ Establish and maintain a central clearing point to direct recovered wildlife to appropriate rehabilitation facilities.
- ◆ Develop and maintain an evidence, tagging, and storage procedure for all wildlife recovered.
- ◆ Determine whether hazing might be feasible to reduce wildlife impact.
- ◆ Manage the capture, triage, first aid, and transportation of recovered wildlife.
- ◆ Provide training and briefing on actions and notifications required when response workers or members of the public encounter distressed wildlife.
- ◆ Establish wildlife rehabilitation centers and conduct rehabilitation operations.

- ◆ Maintain Documentation on wildlife delivered for rehabilitation.
- ◆ Store, document, coordinate laboratory analysis and necroses, and properly handle deceased wildlife.
- ◆ Coordinate the recovery and disposal of animal carcasses with the U.S. Fish and Wildlife Service.
- ◆ Work with the Safety Officer to maximize the safety of recovery personnel engaged in protection and rescue operations.
- ◆ Identify resources and logistics support requirements.
- ◆ Report to the Operations Section Chief on wildlife recovery operations, as scheduled.
- ◆ Maintain Unit/Activity Log (ICS 214).

ENCL i TO TAB f TO APP I TO ANNEX E TO THE CHARLESTON O&H ACP
WILDLIFE RECOVERY GROUP

The **Wildlife Recovery Group** is responsible for coordinating the search for, collection, and field tagging of dead and live impacted wildlife and transporting them to processing center(s). This group should coordinate with the Planning Section (Situation Unit) in conducting aerial and group surveys of wildlife population in the vicinity of the spill. They should also deploy acoustic and visual wildlife hazing equipment as needed. The Wildlife Recovery Group Supervisor reports to the Wildlife Branch Director. The Wildlife Recovery Group Supervisor shall:

- ◆ Review Common Responsibilities.
- ◆ Determine resource needs.
- ◆ Establish and implement protocols for collection and logging of impacted wildlife.
- ◆ Coordinate transportation of wildlife to processing station(s).
- ◆ Brief Wildlife Branch Director on activities.
- ◆ Maintain Unit/Activity Log (ICS 214).

ENCL ii TO TAB f TO APP I TO ANNEX E TO THE CHARLESTON O&H ACP
WILDLIFE REHABILITATION CENTER

Under the Wildlife Branch Director, the **Wildlife Rehabilitation Center** is responsible for receiving oiled wildlife at the processing center, recording essential information, collecting necessary samples, and conducting triage, stabilization, treatment, transport and rehabilitation of oiled wildlife. The center is responsible for assuring appropriate transportation to appropriate treatment centers for oiled animals requiring extended care and treatment.

- ◆ Review Common Responsibilities
- ◆ Determine resource needs and establish processing center for impacted wildlife.
- ◆ Process impacted wildlife and maintain logs.
- ◆ Collect numbers/types/status of impacted wildlife and brief Wildlife Center Supervisor.
- ◆ Coordinate transport of wildlife to other facility.
- ◆ Implement demobilization plan.
- ◆ Brief Wildlife Branch Director on activities.
- ◆ Maintain Unit/Activity Log (ICS 214).

TAB g TO APPENDIX I TO ANNEX E TO THE CHARLESTON OIL & HAZMAT ACP
WATERWAY MANAGEMENT BRANCH

The **Waterways Management Branch** is responsible for identifying the impact an incident has on vessel traffic, immediate and potential, and developing traffic controls to mitigate that impact as much as possible. The Waterways Management Branch Supervisor reports to the Operations Section Chief. The Waterways Management Branch Supervisor shall:

- ◆ Review Common Responsibilities.
- ◆ Coordinate and conduct waterways management and vessel traffic control as required.
- ◆ Draft and publish Safety Voice Broadcasts and conduct phone notifications to advise the affected maritime of navigation restrictions or hazards.
- ◆ Identify areas where traffic controls may be needed to maintain vessel safety and minimize spread of pollutant. These may include:
 - Safety zones
 - Security zones
 - Captain of the Port Orders
- ◆ Develop safety zones, security zones, and vessel traffic management alternatives for approval by the Captain of the Port (COTP).
- ◆ Coordinate and implement enforcement of safety zones, security zones, and vessel traffic management schemes.
- ◆ Manage and direct dedicated Waterways Unit resources and coordinate Waterways Unit missions with resources of opportunity.
- ◆ Identify additional resources and logistics needs.
- ◆ Report to the Operations Section Chief on the status of waterways management operations, as scheduled.
- ◆ Maintain Unit/Activity Log (ICS 214).

APPENDIX II TO ANNEX E TO CHARLESTON OIL & HAZMAT ACP
REQUIRED LETTERS AND REPORTS

This appendix addresses two categories of paperwork that the OSC must administer during an oil spill incident. The first category is paperwork that is given to the responsible party to meet the legal notification requirements of OPA 90. These are addressed in Tab a to this appendix. The second category is reports that must be passed to higher authority either during or at the conclusion of an incident. These may be found in Tab b to this appendix.

TAB a TO APPENDIX II TO ANNEX E TO THE CHARLESTON OIL & HAZMAT ACP
LETTERS

The letters included in this tab are administered by the Coast Guard and are included here for the information of other agencies. They include:

- ◆ Notice of Federal Interest
- ◆ Notice of Federal Assumption
- ◆ Letter of Designation of Source
- ◆ Administrative Order

ENCL i TO TAB a TO APP II TO ANNEX E TO THE CHARLESTON O&H ACP
NOTICE OF FEDERAL INTEREST (OIL/HAZMAT)

These forms inform a potential responsible party that there has been or potentially will be a spill of oil or hazardous materials for which the party may be financially responsible. The requirements for filling out these forms are self-explanatory. CG-5549 is a standard form available through government stock and is used for oil pollution incidents. Also included is a locally generated form that can be used in the event of a hazardous chemical release.

16480
Date/Time

NOTICE OF FEDERAL INTEREST FOR
A HAZARDOUS CHEMICAL RELEASE

Gentlemen:

On or about _____ 19____, a hazardous chemical release incident occurred at _____, for which you may be financially responsible. Under federal statutes, the United States Government may take action to minimize or mitigate damages to the public health or welfare that is threatened or may be caused by this incident.

The Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) authorizes the federal government to respond to this pollution incident. Under this Act, if the responsible party fails to take adequate removal actions, they may be held financially responsible for any removal actions taken by the federal government. Removal is adequate and being done properly if it is done in accordance with federal and state statutes and regulations and the criteria of the National Oil and Hazardous Substances Pollution Contingency Plan.

If you undertake removal actions, the adequacy of such actions shall be determined by the U.S. Coast Guard On-Scene Coordinator (OSC). The OSC for this area is _____. The OSC will evaluate your response actions and provide direction and guidance as necessary. If you do not take prompt and appropriate removal actions, federal response may be initiated.

Under CERCLA, your response actions will be taken into account in determining the amount of any penalty assessed as a result of the release. You may be held responsible for all costs incurred by the Superfund and punitive damages may be assessed in the amount not to exceed three times the cost incurred by the fund as set forth in section 107 of CERCLA.

Should you require further information concerning this matter, please contact: _____
_____ at the above address and telephone number.

Sincerely,

Received and Acknowledged:

Witnesses:

ENCL ii TO TAB a TO APP II TO ANN E TO CHARLESTON O&H ACP
NOTICE OF FEDERAL ASSUMPTION

This form instructs the responsible party or suspected responsible party that clean up activity to date has not been satisfactory and that the OSC intends to conduct the clean up from that point on. The responsible party remains financially responsible for the clean up and penalties. The requirements for filling out this form are self explanatory.

16480

Date/Time

**NOTICE OF FEDERAL ASSUMPTION FOR
AN OIL POLLUTION INCIDENT**

Gentlemen:

My letter of _____, delivered to you or your representative
_____ at _____
_____, notified you of Federal Interest in a pollution incident for which you are
considered financially responsible.

You are hereby given notice that your actions to abate this threat or remove the oil from the
waters, or adjacent shoreline have been evaluated as being unsatisfactory by the U.S. Coast
Guard's Federal On-Scene Coordinator (FOSC), _____.

Effective _____, the U.S. Coast Guard will conduct all response/removal
activities under the authority of one or more Federal statutes, including, but not limited to
Section 311 of the Federal Water Pollution Control Act and the Intervention on the High Seas
Act.

Should you require further information concerning this matter, you should contact,
_____ at the above address and telephone number listed above.

Sincerely,

Received and Acknowledged:

Witnesses:

ENCL iii TO TAB a TO APP II TO ANN E TO CHARLESTON O&H ACP
LETTER OF DESIGNATION (TOPS)

The formal designation of source is required in actual or potential spills where the potential for third party claims exists. When claims are not expected, a formal designation is not required. The primary issue involved in designations of sources (from an operational standpoint) is the requirement for the designated source to advertise to inform potential claimants. The FOSC is not part of this process. In instances where the source of the spill is known and claims are expected, the FOSC will formally designate the source of the spill in writing. The FOSC will then inform the NPFC that a source has been designated. Notification to the NPFC may be by letter or message (included as part of a POLREP). In instances where the source of the spill is not known and claims are expected, the FOSC will notify NPFC of the situation by message or letter. The NPFC will then conduct the necessary advertising campaign. A standard form letter for the designation of sources is currently under development by the Coast Guard (G-MEP). Until this letter is completed, the following local letter will be used.

16480

Date: _____

LETTER OF DESIGNATION

Gentlemen:

Your FACILITY/COMPANY/VESSEL is involved in an actual or potential spill of an oil or oily material, specifically _____, at _____. After consultation with the Federal On-Scene Coordinator, _____, it has been determined that there is a very high probability that you are the source of this spill. It has also been determined that there is a significant probability that third party claims will result from this spill. Pursuant to the requirements of the Oil Pollution Act of 1990 (OPA 90 sec. 1001), you are hereby designated as the source of this spill. In addition to all requirements which the On-Scene Coordinator may make of you concerning the clean up of this spill, you are required to contact the National Pollution Funds Center at (703) 235-4700 during normal working hours concerning your responsibilities to advertise to inform potential claimants of the situation.

If you believe that this designation has been made in error, you may deny it. Denial of the designation does not relieve you of the responsibilities placed on you by the On-Scene Coordinator or representative or the responsibility to contact the National Pollution Funds Center.

Sincerely,

(printed name)

OSC Representative

ENDORSEMENT

I ACCEPT/DENY the designation as the source of this spill.

(signature)_____

(printed name)_____

(company/vessel)_____

(position)_____

ENCL iv TO TAB a TO APP II TO ANN E TO THE CHARLESTON O&H ACP
ADMINISTRATIVE/DIRECTIVE ORDER

Administrative/Directive Order

This order is an intermediate step that the OSC may take in ensuring that appropriate action is taken in an oil or hazardous material spill event. The order directs the responsible party to take specified action without the OSC assuming total control of the response. Samples covering both FWPCA and CERCLA responses are included.

16480

Date: _____

[SAMPLE FWPCA ADMINISTRATIVE ORDER]

Administrative order issued to:

Gentlemen:

This letter constitutes an Administrative Order and is issued under the authority of the Oil Pollution Act of 1990 (OPA 90).

It has been determined that there has been a discharge, or is the potential of a discharge of oil or a hazardous substance from _____ on or about _____, __, 19__ in approximate position _____ which is of such size or character as to be a threat to the public health or welfare of the United States (including but not limited to fish, shellfish, wildlife, or other natural resources and the public and private beaches and shorelines of the United States). Under these circumstances OPA 90 requires the President (through the Federal On-Scene Coordinator) to direct all Federal, State, and private actions to remove the discharge or to mitigate or prevent the threat of discharge. The actions that are required of you are detailed in the enclosure to this letter, which is considered to be part of this administrative order.

Regardless of whether you are responsible for this discharge or potential discharge, failure to comply with this order may subject you to civil penalties under OPA 90. Further, if you are determined to be the responsible party, your failure to comply with this order or to provide reasonable cooperation to the Federal On-Scene Coordinator will eliminate any defense or entitlement to limited liability which otherwise might be available under OPA 90. Failure to adequately comply with this order may also result in the OSC taking actions to fulfill the intent of this order for which you could be liable.

If you have questions concerning this order, contact my staff at (803) 720-7701.

Sincerely,

Commander, U.S. Coast Guard
Captain of the Port
Charleston, South Carolina

Encl:

16480

Date: _____

[SAMPLE CERCLA ADMINISTRATIVE ORDER]

Administrative order issued to:

Gentlemen:

This letter constitutes an Administrative Order and is issued under the authority of the Subsection (a) to Section 106 to the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA).

It has been determined that there has been a release, or the potential for a release of a hazardous substance from _____ on or about _____, 19__ in approximate position _____ which is of such size or character as to be a threat to the public health or welfare of the United States (including but not limited to fish, shellfish, wildlife, or other natural resources and the public and private beaches and shorelines of the United States). Under these circumstances CERCLA requires the President (through the Federal On-Scene Coordinator) to direct all Federal, State, and private actions to remove the release or to mitigate or prevent the threat of release. The actions that are required of you are detailed in the enclosure to this letter, which is considered to be part of this administrative order.

Regardless of whether you are responsible for this release or potential release, failure to comply with this order may subject you to civil penalties under CERCLA. Further, if you are determined to be the responsible party, your failure to comply with this order or to provide reasonable cooperation to the Federal On-Scene Coordinator will eliminate any defense or entitlement to limited liability which otherwise might be available under CERCLA. Failure to adequately comply with this order may also result in the OSC taking actions to fulfill the intent of this order for which you could be liable.

These requirements are imposed under the authority of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), 42 USC 9601 et seq., and the Clean Water Act (CWA), 33 USC 1321 et seq. Failure to act may result in liability for costs of any response undertaken by the Federal On Scene Coordinator, punitive damages and civil penalties. If you have questions concerning this order, contact my staff at (803) 720-7701.

Sincerely,

Commander, U.S. Coast Guard
Captain of the Port
Charleston, South Carolina

Encl:

TAB b TO APPENDIX II TO ANNEX E TO THE CHARLESTON OIL & HAZMAT ACP REPORTS

Appropriate reports shall be submitted in accordance with the applicable guidelines. Below is a listing of those reports. Examples of the required information for POLREPS and FOSC Reports are contained in the following Tabs.

<u>REPORT</u>	<u>FORMAT</u>	<u>FREQUENCY</u>	<u>REFERENCE</u>
Pollution Reports (POLREPS)	Message	Incident Dependent	D7 SOP, Tab C to App9 to AnnP
Violation Report	MSIS	Incident Dependent Chap 4	Marine Safety Manual, Vol I,
Cost Summary Report	Letter	Incident Dependent	NPFC TOPS
CERCLA Activity Report	Letter	Quarterly	COMDTINST 16465.38 (DFT)
FOSC Report	Letter	Major Oil Incident	NCP 300.165
FOSC Report	Letter	All CERCLA Funded Incidents	NCP 300.165 MSM, Vol VI Chap 7

ENCL i TO TAB b TO APP II TO ANNEX E TO THE CHARLESTON AREA O&H ACP
OSC REPORT

1. **GENERAL.** Following any pollution event where federal funds were expended a completion report must be submitted to the NPFC. This may include actual or potential events in which the federal government hired contractors or brought in outside assistance (e.g., Strike Team or Navy), or, at the OSC's discretion, where the Coast Guard monitors a cleanup funded by the responsible party. It does not include investigations where no clean up is conducted. During long responses interim reports may be appropriate and/or requested by NPFC. Following major or unusual responses, an On-Scene Coordinator's Report is required in addition to the completion report described above.

a. The **Completion Report** consists of an Incident Report, cost documentation forms, and Pollution Removal Funding Authorizations (PRFA). Detailed information for completing this report is found in the Technical Operating Procedures Manual of the National Pollution Funds Center.

b. **OSC Reports** will be submitted to the Regional Response Team within one year following the completion of removal activities resulting from a major discharge of oil or a major release of hazardous materials, or when requested by the RRT. A copy of the report will also be sent to the Secretary of the National Response Team. The report shall be made in the following format:

Summary of Events--A Chronological Narrative

Location of Release or Discharge
Cause of Discharge or Release
Initial Situation
Efforts to Obtain Response by Responsible Party
Organization of Response, Including State Participation
Resources Committed
Content and Time of Notice to Resource Trustees
Damage Assessments and Restoration Efforts
Details of Threat Abatement
Treatment Disposal or Alternative Technology Used
Public Information and Community Relations

Effectiveness of Removal Actions Taken by:

Responsible Party
State and Local
Federal and Special Teams
Contractors, private groups, and volunteers

Difficulties Encountered

Recommendations and Lessons Learned

Means to Prevent Recurrence

Improvement of Response Actions

Recommended Changes to Contingency Plans

EXHIBIT ii TO TAB b TO APP II TO ANN E TO CHARLESTON AREA O&H ACP
POLLUTION REPORTS

Reference: (a) CGD SEVENINST 16465.2, POLLUTION REPORTING (POLREP) GUIDANCE

1. Commandant (G-MOR) requires message Pollution Reports (POLREPs) for oil spills and hazardous substance releases in the following circumstances:

- (a) Potential MEDIUM or MAJOR discharge or release;
- (b) Actual MEDIUM or MAJOR discharge or release; and
- (c) Any discharge or release where the Oil Spill Liability Trust Fund (OSLTF) is opened or the Comprehensive Environmental Response Compensation and Liability Act (CERCLA) Fund is used.

Additionally, a POLREP shall be sent to the Seventh Coast Guard District in the following circumstances:

(a) Any MINOR oil spill which may generate Congressional, local, state or media interest or which interrupts a mode of transportation (e.g., navigable waterway closure, railroad closure, interstate highway closure, etc.);

(b) Any release of a quantity of a hazardous substance, pollutant or contaminant that poses a threat to public health, welfare, or the environment.

2. An initial POLREP shall be sent as soon as possible after initial notification. Subsequent POLREPs shall be sent every time an Authorization to Proceed (ATP) is issued or the ceiling, obligated funds, or expended funds are adjusted on an incident involving the OSLTF or CERCLA Fund. A daily POLREP is not mandatory unless action is taken on the case or on-scene conditions change from those stated in a previous POLREP. When a daily POLREP is not anticipated, state in the "Future Plan" section when the next update is expected.

3. The format on the following page shall be used.

P

FM COGARD MSO CHARLESTON SC

TO CCGDSEVEN MIAMI FL//M/CC//

INFO COMCOGARD NPFC WASHINGTON DC

COMDT COGARD WASHINGTON DC//G-MOR// (actual or potential medium/major spills)

COMLANTAREA COGARD PORTSMOUTH VA//ACC/AM// (actual or potential medium/major)

COGARD NATIONAL RESPONSE CENTER WASHINGTON DC (actual/potential med./maj.)

COMCOGARD MLC LANT NORFOLK VA//FCP2// (whenever an FPN has been issued)

COGARD FINCEN CHESAPEAKE VA//OGQ// (whenever an FPN has been issued)

COGARD NSFCC ELIZABETH CITY NC (GST has been requested or may be required)

COGARD GST MOBILE AL (GST has been requested or may be required)

HQ EPA WASHINGTON DC (all spills involving CERCLA-funded removals)

COMCOGARDGRU CHARLESTON SC (whenever group assets used)

BT

UNCLAS//N16465//

SUBJ: POLREP (#) (type pollutant) (actual or potential magnitude of spill [*2]) (probable magnitude of spill [*2]) (source) [*3] (waterways involved) (MSIS MC Number) (Federal Project Number (FPN)) or CERCLA Account Number

1. SITUATION:

A. (local time and notification information). Give names and telephone number or radio frequency.

B. (local time when investigator is on scene). Give description of spill and status of cleanup. For federally-funded response operations, include the latest estimate of funds expended.

C. (on-scene weather conditions)

D. (particulars of vessels/facilities involved)

2. ACTION TAKEN:

A. (List chronologically every major action taken by Coast Guard with regard to spill).

3. FUTURE PLANS AND RECOMMENDATIONS:

A. (give appropriate information)

4. CASE PENDING/CLOSED. (NO) VIOLATION REPORT TO FOLLOW (OR REASON WHY NO VIOLATION REPORT TO FOLLOW).

BT

NNNN

APPENDIX III TO ANNEX E TO THE CHARLESTON OIL & HAZMAT ACP
GENERAL RESPONSE CONSIDERATIONS, ALL HAZARDS

1. INITIAL ACTIONS. After initial notification, begin or activate the incident command process by making an assessment and by giving an initial radio report followed by a more complete description of the situation, the actions that are being taken, and the identification of command on-scene.

a. The initial report should include:

- ◆ Designation of the unit arriving on the scene;
- ◆ Name of incident;
- ◆ Location of the Incident Command Post and Staging Area, if used, if not is one needed;
- ◆ Notification or verification of the hazards involved; and
- ◆ Brief Description of the incident situation.

b. If you assume command from another, you must include the following additional information in your first report:

- ◆ Announcement of change of command;
- ◆ Verify identification of command;
- ◆ Brief description of action taken; and
- ◆ Safety Concerns.

2. COMMUNICATIONS PROCEDURES. Each individual using a radio for communications must be thoroughly trained in equipment use and the standard procedures for messages. For example, you should identify yourself and the receiver in the transmission, and the receiver should repeat the message back to you. In general, only clear text (not codes) should be used, and messages should be concise.

3. SITUATION ASSESSMENT. In order to respond effectively to incidents, guidelines should be established for assessing the severity of an incident and identifying the resources required to effectively manage a response. An example of such a guide is found in the NFPA's Recommended Practice for Responding to Hazardous Materials Incidents (NFPA 471).

The process of sizing up a hazardous materials incident is the same as for any other, though there may be more variables and more information to process. Regardless of the hazard, the strategic priorities are the same: life safety (operating forces and civilians), incident stabilization, and property and environment conservation. When conducting an assessment, you must be positioned uphill and upwind of any release. Also, you must use all your recognition and identification skills from First Response training to gather information from a distance.

a. Hazard Assessment. Before committing response personnel to courses of action that may endanger their lives, the Incident Commander must have a thorough understanding of the nature of the hazard, extent of material release, and the potential for further release or harm. The process of gathering information about the hazard may take time; this puts the Incident Commander in the difficult position of maintaining personnel in the defense mode when they may prefer to take offense action. Initial size up and risk assessment involves: hazard identification, vulnerability analysis, and risk analysis.

(1) **Hazard identification** should include:

- ◆ Chemical identities, quantities, and handling considerations;
- ◆ The location of the hazardous materials;
- ◆ Means of material spread;
- ◆ The hazards most likely to accompany the spill or release.

(2) **Vulnerability analysis** identifies the exposures that may be affected by a spill or release. The vulnerability analysis should provide information on:

- ◆ Types of exposures;
- ◆ The extent of the vulnerable area;
- ◆ The numbers and types of individuals that could be within the vulnerable area;
- ◆ The public and private property that may be damaged, including essential support systems(such as water, food, power, communication, medical) and transportation corridors;
- ◆ Other parts of the environment that may be affected.

(3) **Risk analysis** assesses the likelihood that injury or death may result from the hazardous materials release or spill. If the incident location has been pre-planned, valuable time can be saved. If not, this information must be collected before you can take any actions that may put fire fighters health and safety at risk.

b. Resource Assessment. The Incident Commander should have a standardized response for hazardous materials incidents. In addition, there must be guidelines for deploying personnel. For example, there should be minimum of two personnel for the **Entry Team**. A **Backup Team** must always be appropriately suited and ready to go on air when entry is made. There must be at least as many people on the Backup Team as on Entry Team. Emergency medical services must be available for personnel. Because of the risk for heat related injuries, advanced life support capabilities are needed whenever chemical protective clothing is worn.

In addition, a **Decontamination Team/Unit** consisting of two to four members must be in place using appropriate equipment and procedures when entry is made. A Decontamination Officer/Leader who is trained in hazardous material response must be available to oversee this and to monitor the on-air time of Decontamination personnel. What is most important to the Incident Commander is that **adequate resources be on the scene before any offensive operations begin**.

In order to manage arriving resources most effectively, a staging process can be used. Staging procedures are discussed in greater detail later in this unit.

c. Balancing Risks and Benefits. Many responders, particularly fire fighters, learn from early training that aggressive tactics are necessary for access. In a suspected hazardous materials incident, such aggressive tactics are not acceptable without clear information about hazards. The risks taken by response personnel must be justified by the likely benefits of their action.

- ◆ When actions are directed toward property conservation only, responders should only be subjected to low risk environments. Risk nothing for people and property already lost.
- ◆ When actions are directed toward the rescue of trapped victims who have low probability of survival, responders may be subjected to high-risk environments. It is reasonable to face risks in order to save a life.

The appropriate choice between offense and defensive operations in a hazardous materials incident may not always be evident, especially if victims are involved. You must consider carefully the following points.

The Victim:

- ◆ Has the person(s) requiring rescue been seen or are they otherwise known to exist?
- ◆ How long has the victim been trapped or exposed to the hazardous material? Is he or she viable?
- ◆ Is the victim trapped by vehicle or other debris?

The Hazards:

- ◆ What is the identity of the material(s)?
- ◆ If the released material is visible, is it pooling or vaporizing in the area around the victim?
- ◆ What are the properties of the involved material in the incident?
- ◆ Are ignition sources present? Is a large fire or explosion likely?
- ◆ How much material is involved? What is the release rate of the hazardous material?
- ◆ Is there any information regarding the concentration of the material in the area surrounding the victim.
- ◆ If a container or vehicle is involved, what is its condition? Is it stable?

The Rescuers:

- ◆ Are the rescuers adequately skilled and experienced? What is their level of training?
- ◆ Are the necessary environmental monitoring devices available to the rescuers?
- ◆ Is the available personnel protective equipment appropriate for the hazard(s) involved?
- ◆ Is adequate staffing available for support positions such as decon, safety and backup crews?
- ◆ How much time will the extrication and rescue require?
- ◆ Are the proper tools available to initiate the extrication and treatment?

It is important to consider all of these factors when developing a strategy. Realistic answers to these questions may indicate that no rescue should be attempted when the level of risk to the rescuer(s) is unacceptably high.

d. Developing Strategic Goals and Tactical Objectives. The overall plan for controlling an incident is based on **strategic goals**. The operational strategy is based on information gathered during the assessment process. Every individual operating at an incident must clearly understand the strategic goals and the mode of operation-offensive or defensive. It is important that the Incident Commander continue to gather and assess information, especially in the event that offensive operations are undertaken.

Tactical objectives are the specific operations that must be accomplished to achieve the strategic goals. Tactical objectives are specific and measurable and are given a specific time frame. All tactical objectives must be in keeping with the priorities of safety and health for individual responders as well as civilians. The following factors should be included as incident priorities:

- ◆ **Ensure personnel safety, accountability, and welfare.**
Example: denying restricted areas entry to personnel who lack proper training or equipment; assembling sufficient personnel before taking action
- ◆ **Ensure the safety of each civilian life.**
Example: isolate and deny entry; initiate in-place protection procedures; conduct a search and rescue in structure using appropriate precautions; decontaminate exposed civilians.
- ◆ **Stabilize the incident.**
Examples: protect exposures using hose streams: use water fog to suppress vapors; confine the release by diking leaking product; neutralize spills of corrosive material.

♦ **Conserve property and environment.**

Examples: allowing certain products to burn; diking runoff from water applied to the hazard; notifying environmental agencies of release and potential impact.

After initial decisions are made regarding goals and tactics, the Incident Commander must brief the officers/supervisors in charge of specific functions. The individuals in charge of specific functional areas determine what tasks are needed to accomplish the tactical objectives. Needs for information, equipment, and other resources must be clarified at this time. The tasks involved in filling each of these needs must be acknowledged by the person receiving the order.

TAB a TO APPENDIX III TO ANNEX E TO THE CHARLESTON OIL & HAZMAT ACP
OIL SPILL RESPONSE PROCESS AND STRATEGY

1. PROCESS.

- a. Dispatch pollution response team.
- b. Prepare press statement. *Press statement to read along these lines "Yes we have received a report of a spill and are in the process of investigating. A formal press release will be prepared as soon as more information is received." It is critical to give accurate information to the press as quickly as possible. If no information is available, tell them so, but ensure that they are given the information as soon as it is available.*
- c. Assess personnel safety.
 - ◆ Determine personnel safety equipment needed based on potential and existing exposure.
- d. Assess fire/explosion hazard.
- e. Determine threat to public health.
- f. Secure or isolate source.
- g. Define nature of incident.
 - ◆ Determine Responsible Party;
 - ◆ Determine environmental impact;
 - ◆ Determine status of spill;
 - ◆ Determine movement of spilled product;
 - ◆ Determine environmental resources/vulnerable areas at risk.
- h. Evaluate severity of incident and the need for additional resources.
 - ◆ Conduct initial assessment of incident severity.
 - ◆ Estimate duration of spill response efforts.
- i. Issue Letter of Federal Interest.
- j. Issue Letter of Designation of Source.
- k. Issue Directive/Administrative Order.
- l. Issue Letter of Federal Assumption.
- m. Initiate response strategy.
- n. Public Affairs Officer to draft press release.

2. GENERAL STRATEGY.

- a. Set response priorities.
 - ◆ Protect human life and health;
 - ◆ Minimize ecological impacts; and
 - ◆ Minimize economic and public impacts.
- b. Determine protection priorities.
- c. Determine appropriate countermeasures.
- d. Determine natural collection areas and boom sites throughout the area.
- e. Determine containment techniques.
- f. Determine removal techniques.
- g. Determine shoreline cleanup techniques/strategies.

3. RESPONSE CONSIDERATIONS.

- a. Evaluate level of response needed for incident.
 - ◆ Most probable discharge?
 - ◆ Maximum most probable discharge?
 - ◆ Worst case discharge?
- b. Evaluate if special circumstances exist requiring special action.
 - ◆ Fire/explosion.
 - ◆ Vessel grounding.
 - ◆ Lightering operations.
 - ◆ Salvage operations
- c. Implement support infrastructure.
 - ◆ Determine response structure that will be used, and from there determine level of support needed to fill positions in the structure.
- d. Mobilization of personnel.
 - ◆ Determine personnel needed for response, and identify source of personnel. Ensure personnel are properly trained, and health and safety issues are addressed.
 - Special Teams
 - Reserve augmentation

- DRG/DRAT support
- SONS augmentation

e. Mobilization of equipment.

- ◆ Determine equipment needed for response, and identify source. If mobilizing CG owned equipment when an RP is known and taking action, ensure the RP is aware of all costs associated with the mobilization and use. When contracting commercially ensure BOA contractors are utilized. If BOA contractors do not have required equipment contact MLC to initiate process. In all cases, identify;

- Type of equipment needed
- Quantity
- Location - where needed as well as where to be delivered, staging area.
- Support needed - boats for hauling and positioning boom and aircraft support for transporting equipment
- Additional requirements
- Contact list

f. Logistics.

- ◆ Logistics needed to support personnel.

- Food
- Lodging
- Additional clothing
- Transportation

- ◆ Logistics needed to support response.

- Adequate communications
- Command post - Establish command post in location to support response. Command post must be adequate in size to support the anticipated number of personnel.

- ◆ Air support (overflights)

- Coast Guard and Auxiliary
- Other agencies
- Private sources

g. Local impacts.

- ◆ Impact on water intakes.

- Drinking water
- Industrial

- ◆ Transportation of fresh water supply
- h. Funding issues.
 - ◆ OSC access to the Fund
 - ◆ State access to the fund
 - ◆ Vendors - BOA policy
- i. Volunteers.
- j. Fish, wildlife and habitat protection and mitigation of damage.
- k. Ensure coordination with natural resource damage assessment personnel.
- 4. CONTAINMENT AND CLEANUP.
 - a. Strategy.
 - ◆ Offshore considerations
 - ◆ Nearshore considerations
 - ◆ Shoreline considerations
 - ◆ Inland considerations
 - ◆ Sensitive areas
 - b. Staging areas.
 - c. Integrated cleanup system.
 - ◆ Booming and containment
 - ◆ Recovery of spilled product and contaminated debris (test for components of recovered product)
 - ◆ Temporary storage (RCRA & SCDHEC permitted)
 - ◆ Transport of collected material for disposal (RCRA & SCDHEC permitted)
 - d. Monitor oil movement.
 - ◆ Overflights
 - ◆ Computer modeling/trajectories
 - ◆ Continue to monitor proximity of spill to sensitive areas
 - e. Use of dispersants, other chemicals or other spill mitigating devices or substances.
 - ◆ Pre-approved areas
 - ◆ RRT approval process
 - ◆ Forms
 - ◆ Field tests
 - ◆ Documentation of effectiveness

- f. Shoreline cleanup.
- g. Set aside areas for research purposes and countermeasure effectiveness determination.
- h. Monitor and refine cleanup strategies.
- i. Develop criteria/guidance for terminating cleanup. Input from:
 - ◆ Unified Command (OSC, State, Responsible Party)
 - ◆ SSC and Federal, State and local scientific community including trustees
 - ◆ RRT

5. REMOVAL AND WASTE DISPOSAL.

- a. Federal, State and local laws/regulations.
- b. Volume of oil or hazardous substance for disposal.
- c. Identify disposal locations (on-site vs. off-site).
- d. Obtain necessary permits. (SCDHEC)
- e. Secure transportation for product disposal.
- f. Outline disposal plan.

6. SECURE OPERATIONS.

- a. Unified Command coordination
- b. Final survey
- c. Clean/return equipment
- d. Survey/replace equipment
- e. Restore damaged areas.
 - ◆ Consultation with appropriate Natural Resource Trustee
 - ◆ Consultation with property owners.

TAB b TO APPENDIX III TO ANNEX E TO THE CHARLESTON OIL & HAZMAT ACP
HAZMAT RESPONSE STRATEGY

INITIAL RESPONSE

1. **Coordinate** response efforts with Incident Commander. Monitor response and provide advice to Incident Commander as necessary. Ensure that local responders are capable and performing a safe and adequate response.
2. Responders to releases at the State Port Authority facilities should **be aware** that stow plans for each facility are available at the facility's guard shack.
3. **Evaluate** level of response needed for incident.
4. **Evaluate** if special circumstances exist requiring special action.
 - a. Immediate hazards (toxicity, combustibility, compatibility, corrosion hazards, oxidation hazards)
 - b. Site control
 - c. Evacuation considerations
 - d. Movement of containers required
 - e. Vessel grounding
 - f. Lightering operations
 - g. Salvage operations
 - h. Is COTP Order or safety zone necessary?
 - i. Existing and future weather/tide conditions
5. **Ensure** development of site safety plan prior to site entry.
6. **Implement** support infrastructure. Determine response structure that will be used, and from there determine level of support needed to fill positions in the structure.
7. **Mobilization** of personnel.
 - a. Determine personnel needed for response, and identify source of personnel. Ensure personnel are properly trained, and health and safety issues are addressed.
 - b. Special Forces
 - c. Reserve augmentation
 - d. DRG support
 - e. SONS augmentation
8. **Mobilization** of equipment.
 - a. Type of equipment needed
 - b. Quantity
 - c. Location - staging area
 - d. Support needed
 - e. Additional requirements

- f. Contact list

9. **Logistics.**

- a. Logistics needed to **support personnel.**

- (1) Food
- (2) Lodging
- (3) Additional clothing
- (4) Transportation

- b. Logistics needed to **support response.**

- (1) Adequate communications
- (2) Command post - Establish command post in location to support response.
Command post must be adequate in size to support the anticipated number of personnel.
- (3) Air support (overflights)
 - (a) Coast Guard and Auxiliary
 - (b) Other agencies
 - (c) Private sources

10. **Local impacts.**

- a. Threat to public health and safety
- b. Impact on water intakes
 - (1) Drinking water
 - (2) Industrial
- c. Transportation of fresh water supply

11. **Funding** issues.

- a. OSC access to CERCLA Fund
- b. PRFAs for other agency support
- b. Vendors - BOA policy

12. **Volunteers.**

13. Fish, wildlife and habitat **protection and mitigation** of damage.

14. Ensure coordination with **natural resource damage assessment** personnel.

CONTAINMENT

Each hazardous substance release is different and may require extensive research to determine appropriate containment and cleanup methods. If it is determined that the released substance poses a threat to public health or welfare or the environment, containment and removal actions should be taken, the following factors should be considered:

1. **Strategy.**
 - a. Offshore considerations
 - b. Nearshore considerations
 - c. Shoreline considerations
 - d. Inland considerations
 - e. Sensitive areas
2. **Staging areas.**
3. **Integrated cleanup system.**
 - a. Containment (berms, dikes, overpacking, etc)
 - b. Recovery of spilled product and contaminated debris (test for components of recovered product)
 - c. Temporary storage (RCRA permit)
 - d. Transport of collected material for disposal (RCRA permit)
4. **Monitor migration** of released substance.
 - a. Overflights
 - b. Computer modeling/trajectories
 - c. Continue to monitor proximity of release to sensitive areas
5. **Use of chemicals** and other materials to retard spread of released substance or to mitigate its effects.
6. Set aside areas for **research** purposes and countermeasure effectiveness determination.
7. **Monitor** and refine cleanup strategies.
8. Develop criteria/guidance for **terminating emergency phase**. Seek and use input from:
 - a. Unified Command (OSC, State, Responsible Party, etc.)
 - b. SSC, Federal, State and local scientific community including trustees
 - c. RRT

TAB c TO APPENDIX III TO ANNEX E TO THE CHARLESTON OIL & HAZMAT ACP
MARINE FIRE FIGHTING STRATEGIES

Reference: (a) Ports of Charleston and Georgetown Marine Fire Fighting Contingency Plan

PORT ENTRY AND MOVEMENT OF A BURNING VESSEL

The decision to allow a burning vessel to enter or be moved within the port can be difficult one for the COTP. Various scenarios should be planned to consider the possible outcomes of that decision. The COTP should approach such a situation with the view that the overall safety and security of the port is the key factor. The possibility of a vessel sinking in a channel or spreading fire to other vessels or facilities must be evaluated. The port should not be jeopardized to save a single vessel if the risk is too great. Risk evaluation (and cost-benefit analyses where applicable) should be employed during the planning process. The primary considerations for allowing a burning vessel to enter into, or be moved within, the port are:

- a. Location and extent of fire;
- b. Class and amount of cargo involved;
- c. Possibility of explosion;
- d. Possibility of sinking/capsizing;
- e. Hazards to crew or other resources at present location;
- f. Weather forecast;
- g. Maneuverability of vessel (Is it a dead ship?);
- h. Effects on bridges that must be transited;
- i. Hazards to the environment; and
- j. Alternatives if the vessel is not allowed entry or movement.

1. ALLOWING ENTRY OR MOVEMENT OF THE VESSEL. Before entry or movement is permitted, the vessel should be examined (with other involved agencies, if possible) to determine its condition. Permission for entry or movement may generally be granted when:

- a. The fire is already contained or under control;
- b. There is little likelihood that the fire will spread;
- c. A greater possibility exists that the fire may be extinguished with equipment available in-port before secondary explosion or spread of fire; and
- d. All appropriate parties, including elected officials, have been consulted.

[NOTE: A request for entry into the port by a burning vessel under declaration of "force majeure" should be evaluated under the same previously listed criteria.]

2. ADDITIONAL CONSIDERATIONS PRIOR TO ENTRY OR MOVEMENT. Once the decision to permit entry or movement of the vessel has been made, consideration should be given to:

- a. A safety broadcast and Notice to Mariners;
- b. Ordering the movement of the vessels or cargo stored in the area to preclude their involvement; and
- c. Locating the vessel to facilitate the use of available resources in fire fighting.

3. LIABILITY FACTORS IN CONSIDERATIONS OF VESSEL ENTRY.

- a. The amounts and types of insurance held;
- b. Verification of coverage for liability for any oil pollution removal costs, as evidenced by a valid Certificate of Financial Responsibility (COFR):
- c. Liability insurance for possible damages caused to other property; and
- d. A surety bond, in an amount equal to the estimated cost of removing the vessel from the port.

[NOTE]: While these assurances are highly desirable, obtaining them may not possible before action is required to save the vessel.]

4. CONSIDERATIONS FOR DENYING ENTRY OR MOVEMENT.

- a. A DANGER, GREATER THAN THE IMMEDIATE DANGER TO THE VESSEL, OR cargo, that the fire will spread to other port facilities or vessels;
- b. A likelihood of the vessel sinking or capsizing within a navigable channel;
- c. A likelihood that the vessel may be abandoned as a derelict;
- d. Unfavorable weather or environmental conditions that preclude the safe movement of the vessel or fire fighting efforts; and
- e. The risk of a serious pollution incident of oil or hazardous substances. The COTP should, in conjunction with district(m) staff and the Regional Response Team(RRT), assess pollution risks and determine whether a vessel should be allowed to enter port.

FIRE FIGHTING ON VESSELS

1. IMPORTANCE OF VESSEL LOCATION. The success or failure of shipboard fire fighting efforts is a condition of the vessel's location; if the vessel is remotely located or otherwise inaccessible, there may be little opportunity to save it. The COTP should coordinate with fire department, ports officials, and other involved agencies to pre-select moorage, anchoring, or grounding sites for burning vessels.
2. CONSIDERATIONS FOR MOORAGE LOCATIONS.
 - a. The flammability of pier structures and contiguous facilities;
 - b. Availability of adequate water supply;
 - c. Access for response boats and vehicles;
 - d. Minimizing the risk of impeding navigation;
 - e. Location of low risk to facilities or vessels, consistent with minimizing the distance the vessel must be moved.
3. CONSIDERATIONS FOR ANCHORING OR GROUNDING LOCATIONS.
 - a. Bottom material and information should not pose an undue risk of rupturing the vessel's hull
 - b. Water depth should be shallow enough that the vessel will not sink below the main deck level, yet deep enough that fireboats, salvage barges and tugs can approach; and
 - c. Environmental conditions: strong winds or currents may hamper fire fighting, salvage or other response efforts. Tidal influences and river level fluctuations must also be considered.
 - d. Intentional Sinking Of Vessels. As a last resort when a vessel and its cargo are deemed to be constructive total loss due to a fire, an alternative to further fire fighting and salvage efforts may be to sink the vessel. Transportation and disposal of vessels must be accomplished in accordance with COMDTINST 16451.5 series, which provides guidance concerning the Intervention on the High Seas Act (IHSA), and 40 CFR 229.3, which outlines authorities and general procedures. Except in extreme emergencies when vessel disposal is contemplated as variable option, the vessel's flag state, EPA Regional Response Team (RRT) Representative, and other parties known to have interest that may be affected should be consulted.

OPERATIONAL FIRE FIGHTING PRIORITIES.

1. **RESCUE.** Life safety must always be the first consideration in any fire emergency situation. When lives are in danger, the incident commander must quickly assess whether the situation necessitates immediate removal of personnel, the number of persons that need to be extracted, and the hazards to the rescue team.
2. **EXPOSURES.** The fire should be fought so as to prevent the spread of fire on or off the vessel. Typical exposures include flammable liquid or gas tanks, open stairways, explosives or any substances that would accelerate or aid the spread of the fire. Provided there is no danger of water reactivity, exposures are best cooled by application of a fog pattern until no visible steam is generated. For some two-dimensional surfaces foam may be an appropriate agent for exposure protect.
3. **CONFINEMENT.** The effort to establish control over the fire through impeding the fire's extension to non-involved areas and limited the fire to its area of origin. To accomplish proper containment, all closures and generally all ventilation (unless personnel are trapped inside the space) should be secured. Establish primary fire, smoke, and flooding boundaries. Primary boundaries are critical to the control of a fire. Monitor and cool the boundaries, as necessary (if steam is produced when sprayed with a fog pattern, continue to cool the surface), on all six sides of the fire (fore, aft, port, starboard, above, and below).
4. **EXTINGUISHMENT.** Attack and suppression of the main body of the fire. The goal is to cease combustion by disrupting the cycle of the fire tetrahedron. Tactics and agents to be used will be determined by the fuel source, amount of fuel/surface area, and the location of fire.
5. **OVERHAUL.** Actions to complete incident stabilization and begin the shift to property conservation. Considerations during overhaul include: hazards from structural conditions at the fire scene, Atmosphere conditions (air packs should remain mandatory in the case of interior fire overhaul due to the likely presence of toxic vapors, carbon monoxide, and low oxygen levels), monitor scene to ensure the fire will not re-ignite, determination of the fire's point of origin and source of ignition. Detailed photographic records of the fire scene prior to cleaning any debris is highly recommended to aid in post fire investigations.
6. **VENTILATION.** Ventilation tactics will vary depending upon the location and conditions of the fire. The choice to secure or utilize ventilation will alter the tactics used to combat the fire. Generally, all ventilation on a vessel will initially be secured and all dampeners shut upon receipt of a fire alarm. The purpose in ventilation shutdown is both to decrease the flow of oxygen to the fire area and to begin the containment process. However, this tactic may cause a fire to extend through cableways, false overheads, plumbing, etc. Utilization of ventilation to aid firefighting efforts should not begin until a coordinated attack is staged. For example, ventilation can be used to aid fire fighters in gaining access to and prevent the travel of smoke and other fire gases from the involved spaces(s) by turning exhaust fans on high and supply fans on low, meanwhile ventilation in spaces surrounding the fire should be positively pressurized with supply fans on high and exhaust fans secured. However, improper use of this method could also result in backdraft conditions.

VESSEL STABILITY CONSIDERATIONS.

1. INTRODUCTION. The stability of a vessel is described as its ability to resist heeling from the upright position at small angles of inclination. The large volumes of water often used combating fires can have a negative impact on vessel stability, jeopardizing the safety of the vessel and the personnel on board.
2. CONSULTING PERSONNEL. The COTP or his designee may be expected to provide advice regarding vessel stability issues and should also be complied as part of the marine fire fighting contingency plan. This list should include the Coast Guard Marine Safety Center Salvage Team, which is always available to provide technical on stability issues. At a minimum, Coast Guard personnel who are likely to respond incidents where stability of a vessel is at issue should be familiar with NFPA 1405 and Stability And Trim For The Ship's Officer, by John La Dage and Lee Van Germert, published by Cornell Maritimes Press.
3. FIRE FIGHTING FACTORS AFFECTING VESSEL STABILITY. The introduction of large amounts of water onto the vessel can create a free surface effect that is particularly dangerous if the water is confined above the vessel's normal center of gravity. Personnel and equipment moving through watertight doors cause potential problems by disrupting flooding boundaries
4. STABILITY AFFECTS ON FIRE FIGHTING. The most important consideration regarding vessel stability is the control of a vessel's list. Problems resulting from a failure to maintain a reasonable degree of transverse stability can include:
 - a. Poor footing for response personnel;
 - b. Difficulty in maintaining a foam blanket;
 - c. Automatic fire door closure problems;
 - d. Damage/injury from shifting of loose objects;
 - e. Reduced effectiveness of fixed dewatering suctions and drains; and
 - f. Loss of use of vessel machinery due to sustained excessive list.
5. VESSEL FACTORS AFFECTING STABILITY.
 - a. The free surface of all liquids on board;
 - b. The integrity of the hull;
 - c. Whether the double bottoms are empty or full;
 - d. Integrity of watertight boundaries during flooding; and
 - e. Flatness of the hull bottom if the vessel is in contact with the bottom.

6. VESSEL DOCUMENTATION. Several vessel documents can be useful in determining vessel stability. The most important of these is the vessel's trim and stability booklet. Other useful documents are the cargo plan, the docking plan, the capacity plan, and the general arrangement plan. If this information is for some reason not available on board the vessel, it should be available from the vessel's owner or operator. Ideally, Coast Guard and/or local fire fighters would maintain copies of the pre-fire plan for those vessels that regularly call at their port. Note that per 33 CFR 155.240, owners and operator of oil tankers and offshore oil barges shall ensure by no later than January 21, 1995, that the vessel plans necessary to perform salvage, stability, and residual hull strength assessments are maintained at a shore-based location. Access to the plans must be available 24 hours a day.

7. WATER DISCIPLINE. Water is the most prevalent fire extinguishing agent. Water suppresses fire through absorbing heat when converted into steam and the resulting smothering effect as steam displaces the air around the fire. In general, 0.03m^3 (1ft^3) of water will generate 48m^3 (1700ft^3) in practice). The indiscriminate use of water, however, particularly in vessel fires, can be as dangerous as the fire. In considering the use of water reactive materials, and the problems of flooding and the resulting stability issues must be answered before proceeding.

At best, undisciplined water usage may precipitate excessive water damage and disrupt the thermal balance of interior fire resulting in reduced visibility and severe heat conditions from the production of large amounts of steam. The thermal balance is the discernible separation between the heated fire gases in the upper portion of a compartment and the relatively cooler air below. The heated gases may exceed 704°C (1300°F). Disruption of the thermal balance can be avoided for as long as possible by proper application of direct and indirect techniques. In the worst case, disregard for the amount of water put on board will deteriorate the vessel's stability. Four liters (1 gal) of sea water weighs 3.9kg (8.6lbs); at a flow rate of 6 liters/second (L/s) or 100 GPM, a 1m^2 (12ft^2) space will be flooded 0.152m (6in) in roughly 5 minutes, adding approximately 2 metric tons (2tons). A 64mm (2in) hose, which is commonly found on vessel weather decks, delivering 2L's(250 GPM), equates to approximately 54 metric tons (60 tons) per hour, while the 38mm (1in) hose normally found at interior fire stations will deliver approximately 27 metric tons (30 tons) per hour.

8. DEWATERING. A vessel will sustain a loss of stability from fire fighting water accumulation above the vessel's original water line. For this reason, dewatering is an essential planning issue for successful vessel fire fighting. Normally, vessels will have a limited amount of dewatering equipment. This equipment will often consist of a fixed pump and suction system to handle water which accumulates in the vessel's bilge and grain holes located in areas above the waterline to allow drainage overboard or into vessel's bilge. Portable pumps are sometimes available on board, but their limited capability will not substantially aid dewatering efforts. Removal of toilets and showers to improve drainage will allow water to flow down into holding tanks below the waterline. While the weight of the water is still a factor, the shift in weight to the holding tanks will lower the vessel's center of gravity and improve transverse stability. In extreme cases, drainage holes may be cut in the superstructure. This practice, however, can be extremely dangerous and should not be pursued without the permission of the owner or other appropriate authority. In planning for the eventuality of a dewatering effort, Annex M must give consideration to the quality of discharged water and the need for containment

9. **LIST CORRECTION.** The basic causes of list are a negative metacentric height (GM), or "angle of loll", which is caused by having the center of gravity too high in the vessel, and/or an off center position of the vessel's center of gravity (CG). When in doubt as to the cause of the list, always attempt to lower the vessel's center of gravity. The following outlines a general sequence of actions to limit deterioration and potentially improve vessel stability.

- a. Establish flooding boundaries;
- b. Remove water from partially flooded areas;
- c. Jettison topside weight;
- d. Completely remove water from solidly flooded areas;
- e. Transfer weight (usually liquid ballast). If the list is caused by a location of the center of gravity off the vessel's centerline, shifting weight to the high side will remove the list, however, if negative GM is a factor of the list, transverse shifting of weight within vessel will worsen the situation. In a case in which the center of gravity is located above the metacentric height, the center of gravity must be lowered to correct the list.
- f. Add weight (counter-flooding). Always start with lowest spaces available, such as double bottom tanks. Never counter-flood if free surface is the cause of the list. Problems resulting from added weight and free surface effect make counter-flooding a last resort.

FIXED FIRE FIGHTING SYSTEMS.

1. **FIRE MAIN SYSTEMS.** The fire main system is the primary tool for defending the vessel from the fire. There are two basic designs of fire main systems, the single main and the looped main. The looped main has certain advantages due to the ability to isolate sections of the system without disrupting services to the stations beyond the ruptured section. Water pressure is provided by on board fire pumps. The number of pumps will depend upon the vessel's tonnage; general a vessel will have two pumps, a primary pump dedicated to supplying the fire main and a reserve pump that may also supply the sanitary, ballast, bilge, or general service system.

Any pump which supplies a fire main must be capable of supplying 345 kilopascals (kPA) (50 psi) (517kPA (75psi) for tank vessels) streams simultaneously to the two stations with the highest pressure drops. The pumps require electrical power, but are tied into the vessel's emergency as well primary ship service generators. The fire stations, or hydrants supplied by the fire main will be of sufficient number and so located that any part of the vessel can be reached with two streams of water from separate stations with at least one stream through a single length of hose supplied from separate hydrants. Local response agencies should be aware that hose station connections on foreign vessel will likely have a different thread and that generally adapters will not be available. Therefore, if the decision is made to utilize the International Shore Connection (see E.5, P8-24), and the vessel's fire main, fire fighters will be forced to rely on equipment which may be unfamiliar possibly poorly maintained.

2. WATER SPRINKLER SYSTEMS. Due to construction in accordance with Method I of the Safety Of Life At Sea (SOLAS) convention, which provides for fire protection through noncombustible construction materials, sprinkler systems are not widely used on U.S. Merchant vessels in other than accommodation spaces and Roll-On/Roll-Off vehicle decks. The primary roles of the sprinkler system are structural protection and to maintain escape routes. Sprinklers are two varieties, automatic (wet pipe) and manual (non-detection, deluge). Automatic systems are maintained under pressure and are activated by a fusible link in the sprinkler head while the more common manual systems have open valve assembly and are supplied directly by ship's fire main. An important note is that both systems require power for the associated pumps to supply operating pressure, although the automatic system relies upon a pressure tank for its initial dump of about 757 liters at 103 kPa (200 gallons at 15 psi). The required power source should be available from the vessel's emergency generator if the ship's service generator is unavailable. Hazards associated with sprinkler systems are the possibility of flooding, and its effect on stability.

3. CARBON DIOXIDE SYSTEMS: Carbon Dioxide is a versatile extinguishing agent as it does not damage cargo, does not conduct electricity, and provides its own pressure for discharge. However, CO₂ is only effective if all ventilation and openings to the space are secured.

As a smothering agent, CO₂ lacks any considerable cooling properties, therefore the carbon dioxide concentration in the space must be maintained until heat levels in the fire area drop below the ignition temperature of fuel source. Additionally, CO₂ poses a significant life threat due to its ability to displace oxygen, causing asphyxiation, even in low concentrations. CO₂ systems are primarily installed in machinery spaces and cargo holds. Discharge is accomplished manually; either remotely by two pull handles outside the affected compartment or by directing the discharge point from the CO₂ bottle (high-pressure system)/storage tank (low-pressure system) room. Due to the life threat and variable discharge points, it is recommended that the vessel's plans are reviewed and/or preferably a member of the vessel's crew, knowledgeable about the system, be consulted prior to its operation.

4. HALON 1301 SYSTEMS. Halon (bromotrifluoromethane) is a colorless and odorless gas, approved by the U.S. Coast Guard for use in machinery space fixed systems on merchant vessels. Halon 1301 has extinguishing properties similar to carbon dioxide: it is a nonconductor, very effective against class B and C (Halon 1301 can be used to extinguish class A fires provided the fire is not deep seated), leaves no residue, is stored as a liquid in cylinders, and does not require an external power source for discharge. Fixed Halon 1301 systems require manual activation through two pull boxes located outside the protected space or from the bottle storage space. An evacuation alarm will precede the discharge. Inhalation of Halon will cause dizziness and impair coordination. Also, under exposure to open flame at around 500°C (900°F), Halon 1301 will decompose into a gas that is toxic. The toxicity from decomposition is prevented by the high rate of delivery that acts to rapidly extinguish the flames.

5. FOAM SYSTEMS. Foam is primarily used to combat flammable liquid (class B) fires. Although foam does possess some cooling properties is a smothering agent. Foam is traditionally available in two varieties, chemical and mechanical. Shipboard installation of chemical foam systems is, however, no longer approved by the Coast Guard. Mechanical foam is produced by mixing a foam concentrate with water and then rapidly aerating the resultant solution. The ratio

of water to foam concentrate determines the expansion ratio and, therefore, the physical properties of the foam.

Foam with a low expansion ratio will be wetter, heavier, more heat resistant (provides a longer lasting blanket), and less affected by wind. These properties, however, also make low expansion foam less adherent to vertical surfaces and more electrically conductive. A lower expansion ratio will also provide better flow around obstructions, making this mixture well suited for service in class B machinery space and tank vessel deck fires. Fixed deck foam systems must be installed on tankers constructed after 1 JAN 1970.

6. STEAM SMOTHERING SYSTEMS. The steam is supplied by the ship's main or auxiliary boilers for use in cargo tanks/holds, pump rooms and bilge fire suppression. This system may be present on some older vessels, however, steam smothering cannot be installed on any US flag vessel contracted after 1 JAN 1962 and is generally no longer an accepted method of shipboard fire suppression. Other than the heat hazard for personnel, the use of steam as a smothering agent can easily hinder fire fighting efforts rather than help. By its nature steam has very little cooling effect and is often a high enough temperature to ignite some liquid fuels. Also as steam cools, it condenses, reducing the smothering effect. It is also important to note that application of steam smothering to fires involved with nitrates, sulfates, and explosives will have disastrous effects.

INTERNATIONAL SHORE CONNECTION.

1. INTRODUCTION. The International Convention for the safety of Life at Sea (SOLAS), 1974, as amended, requires an "international shore connection" to be carried on board all passenger and cargo vessels over 500 gross tons subject to SOLAS and U.S. inspected vessels of 1000 gross tons or more. This universal coupling, as illustrated and described in 46 CFR 162.034, is designed to connect fire main systems between one vessel and another or between a shore facility and a vessel. The connection shall be constructed of material suitable for 1034 kPa (150 psi) service; it shall have a flat-face flange on one side, and a permanently attached coupling that will fit the vessel's fire main piping and hoses on the other side. The flange can be fitted with a gasket and bolted quickly, enabling an assisting vessel or facility to provide fire main pressure to a distressed vessel.

2. COAST GUARD ENFORCEMENT. The Coast Guard is responsible for U.S. implementation of these requirements. COTP's shall ensure that international shore connections are carried on board vessels in U.S. ports as required. COTP's should encourage facility operators, municipal fire departments, and other interested response organizations to obtain these couplings and have them readily accessible.

GENERAL TACTICS FOR COMMON VESSEL SPACES.

1. **INTRODUCTION.** A shipboard fire will present the unprepared fire fighter with an endless variety of difficulties. To ensure the readiness of the port, the COTP must have full confidence in not only the Coast Guard members in the command, but also in the knowledge and abilities of the local response services responsible for that port. One of the easiest and most beneficial steps in accomplishing this is to encourage the local fire department to periodically accompany Coast Guard marine inspectors on vessel inspections. In this way fire fighters can become acquainted with the construction, layout, organization, and available fire fighting apparatus on board a variety of merchant vessels. These visits will allow fire fighters to conduct a pre-planning fire survey. If a single survey can be conducted for each vessel that makes regular port calls, the survey can then be distributed as necessary to other fire fighters.

2. **PUBLIC AND ACCOMMODATION SPACES.** By the nature of their use, the first concern in responding to a fire in accommodation spaces is the rescue of victims. The National Fire Protection Association (NFPA) describes a fire in these spaces as being very similar to shore side structural fires. While this description is accurate, it can also be misleading. The vessel's steel construction, below deck locations, and a high content of synthetic materials will raise heat levels dramatically compared to a shore side structural fire. Fire-fighting efforts will likely be additionally complicated by access and egress problems and difficulty in effective utilization of ventilation techniques. Extinguishment and overhaul of accommodation space fires can also be problematic due to the threat of fire extension through cableways, false overheads and other void spaces.

3. **ENGINE ROOM AND MACHINERY SPACES.** The engine room refers to the space in which the vessel's propulsion engine is located and machinery spaces refer to the location of the auxiliary systems necessary for the vessel to function. This machinery includes systems such as hydraulics, sewage, fuel and lube oil, compressed air, and steam systems, as well as the machinery which provide electricity, and hotel services. A fire in these spaces is easily the most difficult to control and extinguish. Access to an engine room/machinery space fire can be complicated by a maze of catwalks, decks, and gratings that may be slick with petroleum products and will hinder hose line advancement. The variety and size of machinery spaces can make rescue operations difficult. While the vessel's fire plan should be consulted, the vessel's engineering department can provide invaluable information of the access, layout, and obstructions that are present in these spaces. Before attempting to attack an engine room fire, verify that all personnel have been evacuated from the space, that the emergency equipment shutdowns have been utilized, and that the ventilation, power, and watertight doors to the space have been shutdown.

With these steps completed, utilize the spaces' fixed system. If the resources are available, multiple dumps of extinguishing agent may be required before the fire can be controlled. Reentry to the space following the use of fixed system must not take place until the space has had time to cool. The amount of time necessary of cooling to effectively take place will vary with the size and intensity of the fire. Prior to reentry, automatic watertight doors should be set to manual to prevent possible personnel injury and serving of the line. The point of reentry should be the lowest possible access point to allow fire fighters improved visibility and reduced heat conditions. Should entry from above the fire level prove necessary, ventilation should

remain secured until the fire is extinguished to prevent pulling the fire up to fire fighters as they enter the space.

SPECIAL CONSIDERATIONS ACCORDING TO VESSEL TYPE

1. FREIGHT VESSELS.

a. Introduction. Freight vessel cargo holds come in four basic type: dry bulk, break bulk, roll-on/roll-off (Ro/Ro), and container. Each of these present particular hazards to the fire fighter. In general, as with any fire situation, it is very important to know what is burning. This is doubly true of cargo vessels due to the possible variety of goods on board with different characteristics and reactive properties.

To determine what cargo is on board and where it is located, the vessel's Cargo Manifest and especially the Dangerous Cargo Manifest, should be reviewed. If possible, the review should be done in consultation with the vessel's master. Until the decision is made as to the best method of extinguishment, identification of a cargo off-loading site, and overhaul and disposal procedures are set, the hold should be sealed and the fixed fire suppression system should be activated. If the fixed system is activated, bulkheads temperatures should be monitored hourly to track progress. Because any attempt to enter the hold after fixed system activation will introduce air into the fire area and allow escape of the extinguishing agent, the most important factor in utilizing a fixed system in this situation is the having the patience to allow the agent time to take effect.

b. Dry Bulk. Dry bulk holds generally contain goods such as grain, coal, ore, scrap metal, or other particulate matter loaded directly into a hold without packaging; much like liquid in a tanker. The danger associated with a hold full of grain is similar to that of a silo: spontaneous combustion, dust explosions, and product expansion with the addition of water. A hold containing coal may require cargo discharge to extinguish the fire. Coal that is heating spontaneously should be leveled, trimmed, and packed down tightly in the hold to minimize the chance of fire. Scrap metal cargoes will probably require that the hold be sealed and inherited while cooling exposures.

c. Break Bulk. Break bulk is loaded into a vessel's hold as packaged goods in crates, bags, or barrels, etc. The cargo can be supported and separated by dunnage (wood palates, etc.), which will present additional class A fire hazards. Cargo on break bulk vessels is most commonly loaded vertically into the holds by cranes through a series of large hatches. As subsequent holds are loaded, it is common for cargo to be placed on the hatch to lower hold. Access to the lower holds can be difficult in these situations, often leaving scuttles and steep ladders as the only method of entry. For this reason, use of the installed fixed system is often the best course of action until a coordinated attack can be make. To aid in preventing the spread of the fire, cargo in holds with adjacent bulkheads should be moved away from the affected hold and the bulkheads should be cooled as necessary.

d. Container. Containers provide uniform modular handling of packaged and liquid goods. Containers may be stacked on deck or stored in holds. Due to the often large number of containers and the manner of stowage, access to a specific container can be difficult. In order to complete extinguishment and overhaul of the fire, it is best if the container can be removed from the vessel once the fire can be controlled. Both the affected container and those surrounding it need to be externally cooled. If the container is on deck, control of the fire inside a container is often best achieved by determining the required agent for the contents and applying the agent through a small hole high on the side closest to the hottest point. The recommended procedure if the container is in a hold is basically the same, unless the container cannot be reached, in which case the hold should be buttoned up and the fixed system dumped.

e. Roll-on/Roll-off (Ro/Ro). Ro/Ro vessels are generally comprised of several parking garage-like decks designed to maximize the storage of motor vehicles. The hull on some Ro/Ro vessels have a very high freeboard; this height can be sufficient to cause complications in the staging of operations and equipment on the vessel. Access to the cargo decks can often best be established through side ports and cargo loading rams. Close storage of cargo will likely cause difficulty in accessing a particular area or unit of cargo. If possible, it is generally best to employ the fixed system (usually a sprinkler or CO2 system) in the cargo deck until the fire area can be accessed for a direct attack.

f. Commercial Fishing Vessels. Fishing vessels comprise a specialized sub-type of freight vessel; which includes trawlers, fish tender, and fish processing vessels. The arrangement of the holds and stowage of catch/cargo often bare similarities to a small break bulk or dry bulk vessel. The hazards associated with these vessels are also similar to other freight vessels often with an addition of a large refrigeration system used to preserve the cargo. The use of a refrigeration system can hold potential hazards to responders due to the use of anhydrous ammonia (NH₃) as the primary refrigerant. Exposure to anhydrous ammonia in its liquid state will cause severe burns on contact, and in a gaseous state possesses properties which cause severe irritation eyes, skin, and mucous membrane as well as possibly causing fatal respiratory damage.

Other than exposure hazards for fire fighters, a release of anhydrous ammonia in an enclosed space introduces the possibility of a combustion explosion. Although characterized as having a limited flammability and low heat of combustion, in a fire scenario, enough pressure can be developed to cause major structural damage.

2. BULK LIQUID TANK VESSELS.

a. Introduction. Today's tank vessels are capable of transporting large quantities of liquid products. Tank vessels can be divided into three categories: petroleum carriers, liquefied gas carriers, and chemical carriers. It is not uncommon for a tank vessel to carry a variety of liquids in its segregated tanks. Deck fires on tankers are one of the most common vessel fire scenarios. These fires usually result from over filling tanks or the spillage of product onto the deck or from leak or rupture of the piping system. The practice of plugging scuppers during cargo operations will often help to contain a spill to the deck of the vessel. The presence of on deck cargo piping systems will hinder the advancement of fire fighting operations. The key to control and extinguishment in deck fire situations is to reduce/remove the fuel source by shutting down the cargo system. System shutdown is best accomplished when performed by personnel

knowledgeable about the system's operation. Fire fighters should take care to preserve the integrity of the tanks and cargo piping system.

b. Petroleum. For petroleum on deck, the best course of action is to employ foam, provided sufficient quantities are available to contain an unbroken blanket over the entire surface of the exposed product. If feasible, the placement of fire resistant containment booms around the vessel would be prudent. It is also important to note that under 33 CFR 155.1050 and 33 CFR 155.1052, vessel response plans, required for vessels which carry group I-V petroleum oils, must identify and ensure the availability of both a salvage company with expertise and equipment, and a company with vessel fire fighting capabilities in the area(s) which the vessel operates. The availability of these pre-planned resources should not be overlooked during a marine fire-fighting scenario.

c. Liquid Natural Gas (LNG)/Liquid Propane Gas (LPG). Natural gas and Propane gas are the two most common liquefied flammable gases. For transport, these gases are liquefied through a cryogenic process.

This process results in a significant volume reduction (by a factor of 600 for natural gas and a factor 270 for propane gas). The vessels that transport these gases generally utilize large insulated spherical tanks for product storage. The tanks are isolated within the vessel's hull by cofferdams designed to contain low volume leakage from the tanks. Despite differences in physical characteristics, when ignited, the effective methods of extinguishment are similar. Vessel's which carry LNG/LPG are fitted with deck water spray systems. The spray system is intended primarily for the protection of exposures (vessel superstructure, storage tanks, and cargo system) from the extreme radiant heat produced by natural and propane gas fires. The spray system will also aid in confinement of the fire area, protection of metal surfaces from embrittlement fractures caused by contact with cryogenic liquids, and the dissipation of unignited vapor. In addition to the spray system most gas carriers will be fitted with a dry chemical system with sufficient agent to protect the weather deck. In the event that hose lines are brought to bear on the fire, high velocity fog may be employed to disperse unignited vapor, but the high velocity fog pattern should never be used directly on the liquid as it will only serve vaporize the liquid. In ports that handle LONG and LPG tankers, the COTP is required to maintain LNG/LPG Vessel Management and Emergency Contingency plans, these plans should be consulted for area specific guidance in handling these vessels.

d. Chemical. The bulk transport of liquid chemicals has become one of the major commodities shipped by water. Because many chemicals possess characteristics which could endanger responders, proper identification of the hazards present is the key to responding to any chemical or hazardous material incident.; Although the Coast Guard sets guidelines for the bulk shipment of chemicals, the potential dangers of chemicals mixing on a multi-product tanker cannot be overstated. A response strategy cannot be formulated before issues of toxicity, volatility, and reactivity (especially to water and other fire fighting agents) are resolved. Clearly, the integrity of the tanks and cargo system must be maintained. In some instances, it may be prudent to employ the available fixed systems rather than risk the safety of responders in a direct attack upon the fire. The Incident Commander must also evaluate the necessity to evacuate the scene and surrounding area due to the existence or potential threat of plume development.

3. PASSENGER VESSELS.

a. Introduction. Fire fighting operations on passenger vessels can be extremely difficult. Public and accommodation spaces on passenger vessels will often present a higher fire load than other vessels because of the quantity of synthetic materials used to enhance the vessel's appearance. Another result of these cosmetic enhancements will be the existence of many void spaces and probably a complex ventilation system that will contribute to the spread of fire and smoke. Large passenger vessels, such as cruise ships, are constructed with a large number of small compartments connected by narrow passageways and ladders. The layout of many of these vessels all but ensures that the Incident Commander, even with the benefit of pre-fire planning, will be faced with manpower shortages as fire fighters become fatigued and air supplies are exhausted in efforts to locate and extract victims, and then access and extinguish the fire.

b. Special Planning. The COTP's shall work with the passenger vessel industry, the port authority, and local response and relief agencies operation in their respective zones or AOR's to ensure the coordination of these parties for the evacuation of and accountability for the vessel's passengers in the event of fire or other emergency. An accurate account of persons both ashore and aboard the vessel is critical in expediting the pace and aiding to ensure successful fire fighting and rescue operations. The sooner search and rescue is completed the sooner efforts can be focused upon property conservation. The displacement of up to several hundred passengers will require pre-planning for lodging, medical attention, meals, transportation, and communications. While these factors are principally the concern of the industry, the COTP has a vested interest in ensuring these factors have been addressed within the port.

TRAINING

1. INTRODUCTION. Proper training is essential for Coast Guard personnel and municipal fire department personnel who respond to waterfront and vessel fires. Ideally, Coast Guard personnel who support or interact with municipal fire departments should be as well trained as the most minimally trained personnel with whom they will interact (including local fire fighters and crewmembers of merchant vessels.)

Although the training programs envisioned here will not make Coast Guard men and women professional fire fighters, but it will help them understand their capabilities and limitations, as well as those of municipal fire departments. Training for Coast Guard personnel that support municipal fire departments in the event of waterfront or vessel fires is a multi-phased process. Training in accordance with Fire Fighter Level I specified in NFPA Standard 1001, Standard for Fire Fighter Professional Qualifications, will provide comprehensive basic fire fighting training. This standard is available from the National Fire Protection Association, 1 Batterymarch Park, Quincy, Massachusetts 02269. Coast Guard personnel shall have knowledge of the municipal fire department organization and capabilities. Frequent exercises between the Coast Guard, municipal fire departments and other concerned agencies should be conducted to help involve each party to understand roles, responsibilities, capabilities and limitations of all concerned.

2. NFPA STANDARD TRAINING. A nationally recognized and certified training program that meets or exceeds NFPA 1001 standards for entry level professional fire fighters should be

used. Many fire departments can provide this training locally. This avenue of training should be explored carefully, considering the cost and the benefits of being trained by the organization that will likely request Coast Guard support. This level of training provides:

- a. Basic fire science;
 - b. Fire inspection requirements;
 - c. Safety, first aid and rescue techniques; and
 - d. Concepts and hands-on experience in the use of breathing apparatus, ropes, fire appliances, sprinkler systems, water streams, ventilation techniques, and communications during fire fighting operations.
3. FOLLOW-UP TRAINING. Follow up training broadens the basic knowledge obtained through NFPA Standard 1001 and applies it to situations on board vessels. The Coast Guard generally sends field personnel to the Advanced Marine Fire Fighting Course offered by Texas A&M University, College Station, TX for unit personnel who may be designated as Marine Fire Fighting Coordinators.

This course consists of classroom and fireground exercises designed to familiarize mariners with the chemistry and physics of fire, shipboard fire fighting agents and equipment, fixed extinguishing and detection systems, breathing apparatus, considerations for hazardous cargoes, fire prevention, shipboard search and rescue, and first aid. The fireground exercises provide an opportunity to use common shipboard equipment in fighting various types of fires. [NOTE: The Damage Control and Fire Fighting courses offered by the U.S. Navy do not address structural fire fighting problems; they are not acceptable alternatives to NFPA Standard 1001 or follow-up training.]

NFPA 1405, A GUIDE FOR LAND-BASED FIRE FIGHTERS WHO RESPOND TO MARINE VESSEL FIRES.

1. INTRODUCTION. The National Fire Protection Association developed NFPA 1405 at the request of, and in cooperation with, the United States Coast Guard and with the assistance of the fire service and maritime communities. The Coast Guard provided representatives to the Subcommittee for Land-Based Fire Fighters Who Fight Marine Vessel Fires.
2. PURPOSE. NFPA 1405 was developed for use by local fire fighting organizations that may be confronted with a fire aboard a vessel. This publication identifies the elements required to formulate a comprehensive marine fire fighting response program. NFPA 1405 discusses vessel familiarization, training, response techniques, contingency planning, and the hazards a fire fighter may face in combating a vessel fire. The guide also recommends practices to use in responding to fire in the maritime environment. NFPA 1405 provides an excellent resource of information that will aid fire fighters to safely and efficiently extinguish a marine vessel fire.

ANNEX F
LOGISTICS SECTION

APPENDIX

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Tab b: Services Branch

Encl: i. Communications Unit

EXHIBIT 1 - Integrated Communications Plan

ii. Medical Support Unit

iii. Food Unit

Tab c: Support Branch

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ii. Facility Unit

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Tab s: Marine Pilots' Associations
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V: SPECIAL FORCES

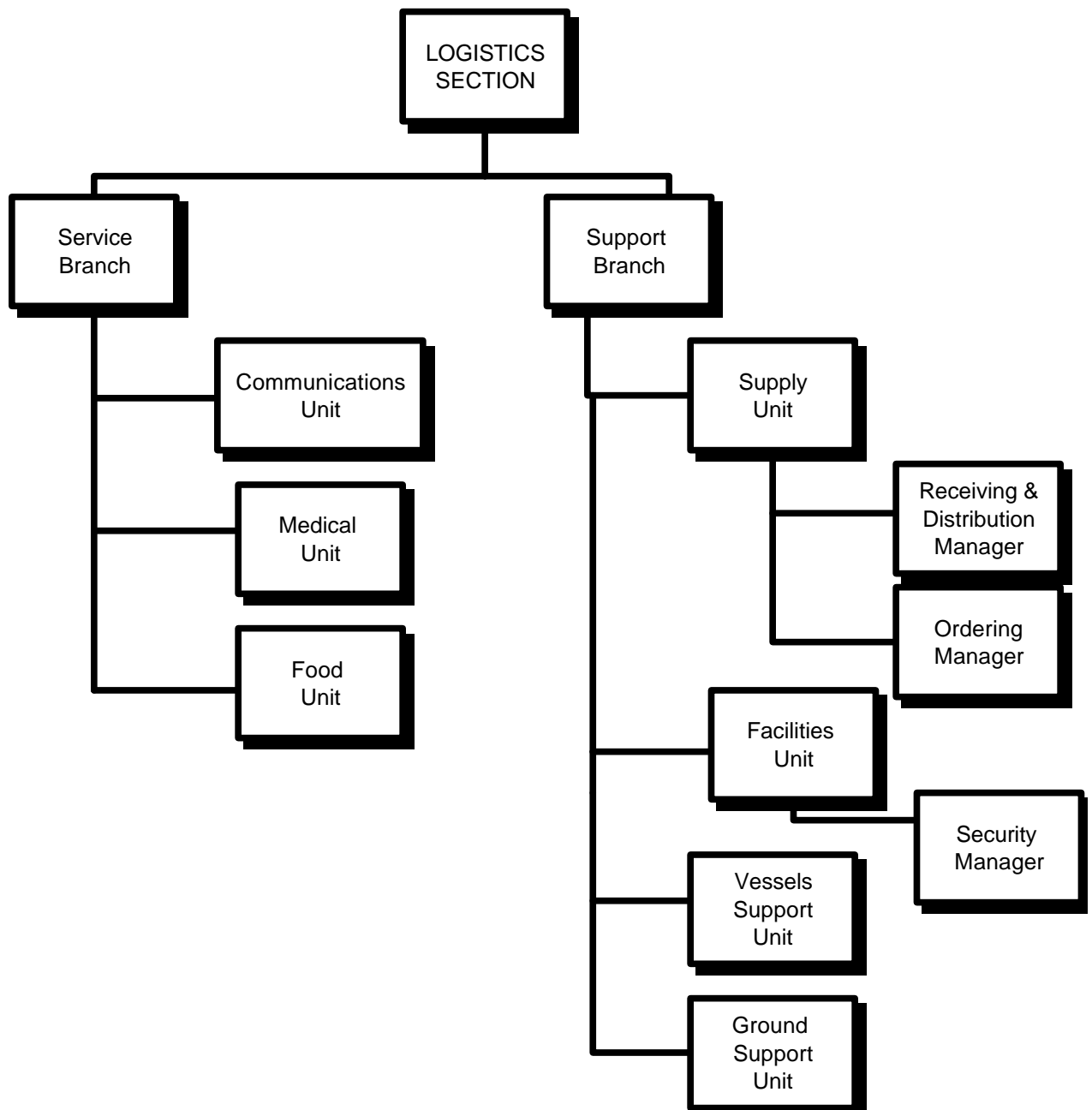
Tab a: USCG National Strike Force
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Charleston Area Committee
C/O Committee Chairman
196 Tradd Street
Charleston, SC 29464

ANNEX F TO CHARLESTON OIL AND HAZMAT AREA CONTINGENCY PLAN
LOGISTICS SECTION

The **Logistics and Administration Section** is responsible for providing adequate personnel, goods and services for the duration of the incident. The following pages contain responsibilities for each potential assignment in the Logistics and Administration Section.

APPENDIX I TO ANNEX F TO CHARLESTON AREA O&H CONTINGENCY PLAN
LOGISTICS SECTION ORGANIZATION



TAB a TO APP I TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
LOGISTICS SECTION CHIEF

The Logistics Section is responsible for providing facilities, services, personnel, and materials in support of response activities. The Section Chief participates in the development and implementation of the Incident Action Plan and activates and supervises all branches and units within the section. The Logistics Section Chief shall:

- ◆ Review common responsibilities.
- ◆ Implement and manage the Logistics Section branches and units needed to carry out the Logistics Section mission.
- ◆ Ensure the prompt delivery of resources to support response operations. Early emphasis on the delivery of heavy response equipment and personnel, providing communications resources, and the continuous need for support services are the highest priorities of the Logistics Section.
- ◆ Manage, document, support, and anticipate the need for response resources, equipment, personnel, and services.
- ◆ Anticipate, coordinate and proactively manage all requests for additional resources and logistics support.
- ◆ Develop logistics alternatives to support Planning and Operation Section missions.
- ◆ Evaluate and report to the Unified Command on status of Section's assigned responsibilities, as scheduled.
- ◆ Maintain Unit Activity Log (ICS 214).

TAB b TO APPENDIX I TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
SERVICES BRANCH

The **Service Branch**, when activated, is under the supervision of the Logistics Section Chief, and is responsible for the management of all service activities at the incident. The Service Branch Director supervises the operations of the Communications, Medical, and food units. The Service Branch Director reports to the Logistics Section Chief. The Service Branch Director shall:

- ◆ Review common responsibilities.
- ◆ Obtain working materials from logistics kit.
- ◆ Determine level of service required to support operations.
- ◆ Confirm dispatch of Branch personnel.
- ◆ Participate in planning meetings of logistics section personnel.
- ◆ Review Incident Action Plan.
- ◆ Coordinate activities of Service Branch Units.
- ◆ Inform Logistics Section Chief of activities.
- ◆ Resolve Service Branch problems.
- ◆ Maintain Unit/Activity Log (ICS 214).

ENCL i TO TAB b TO APP I TO ANNEX F TO THE CHARLESTON O&H ACP
COMMUNICATIONS UNIT

The Communications Unit is responsible for developing plans for the effective use of communication equipment and facilities, installing and testing communications equipment, operating the incident communications center, and distribution maintenance and repair and collection of communications equipment. The Communications Unit Leader reports to the Service Branch Director. The Communications Unit Leader shall:

- ◆ Review common responsibilities.
- ◆ Develop, implement, and coordinate the Incident Communications Plan.
- ◆ Deliver, issue, track, maintain, support and recover communications resources, telephones, radios, base stations, repeaters, and other communications facilities.
- ◆ Determine Communications Branch personnel and supply needs including telephones (both landline and cellular), radios (hand-held, base stations, and repeaters) and other communications equipment and determine sources of supply.
- ◆ Prepare and implement the incident communications plan.
- ◆ Advise on the capabilities/limitations of Coast Guard communications equipment during preparation of the incident action plan.
- ◆ Provide technical information on:
 - The adequacy of Coast Guard communication systems currently installed.
 - Geographic limitations on Coast Guard communications equipment.
 - Coast Guard equipment capabilities.
 - Amount and types of equipment available.
 - Anticipated problems pertaining to communications equipment.
- ◆ Identify additional communications capabilities and operations. Maintain records on all communications equipment as appropriate.
- ◆ Report to Operations Section Chief on the status of communications, as scheduled.
- ◆ Maintain Unit Activity Log (ICS 214).

EXH 1 TO ENCL i TO TAB b TO APP I TO ANN F TO THE CHARLESTON O&H ACP
INTEGRATED COMMUNICATIONS PLAN

1. GENERAL. The Port of Charleston is the primary port within the Area with significant volumes of oil or hazardous materials moving through it. Charleston is also a major container port with numerous containers of hazardous materials passing through the port daily. It is most likely that a hazardous material incident or oil spill requiring multi-agency response will occur in this area.
2. INTEGRATED COMMUNICATIONS PLAN. Should an incident occur, particularly a hazardous material incident, an Integrated Communications Plan will provide the ability to communicate effectively within the multi-agency response. Implementation of the Plan begins the moment two or more agencies have jurisdiction over an incident. The Integrated Communications Plan is key to an efficiently functioning Incident Command System.

The **Charleston Integrated Communications Plan** identifies and employs all communications resources available, in a coordinated method, to help contain, neutralize, and minimize the effects of an accident involving oil or hazardous materials.

Depending on the size and complexity of the incident, several different communications networks may be established to support the functional needs of the ICS. These networks include the:

- a. **Command Network** - Established to link supervisory personnel (Incident Commander to Group and Division Supervisors). Cellular telephones, pagers and 800 MHz hand-held radios will provide the primary link between mobile supervisors.
- b. **Tactical Network** - Established to support particular response needs of each agency, geographic area or functional group.

The primary Tactical (multi-agency communications) Network within the Charleston Area is the existing 800 MHz trunked radio network. The 800 MHz radio network is operated by Charleston County EPD and allows each agency to operate autonomously for routine operations. During a multi-agency response, the individual agencies or groups can be dynamically "trunked" together to form a seamless functional response team.

The attached drawing identifies the many agencies interconnected via the Charleston County's 800 MHz radio network. Communications coverage is exceptional throughout much of the AOR, including out to the northern and southern fringes.

On scene emergency activities in response to a hazardous materials incident will normally be directed by the Fire Chief in whose jurisdiction the accident/incident occurs. The local Fire Chief will coordinate the responding HAZMAT teams. The County's Emergency Operations Center (under the direction of the Charleston County EPD Director) will coordinate additional assistance as necessary, including DHEC and Coast Guard involvement as FOSC.

All communications on the tactical network should be conducted in clear text (plain English), minimizing agency specific terms and abbreviations.

Individual agencies continue to maintain their own VHF radio networks (police, fire, EMS, Coast Guard, DHEC etc.). These private radio networks will serve as each agency's primary operational or working communications network and serve as **secondary** tactical networks, since many agencies do not have inter-agency support of other VHF networks.

c. **Support Network** - Established to support logistics coordination and resource status changes in a complex response.

The public telephone network will generally be used to coordinate multi-agency logistical and resource issues (via voice and fax). Facsimile (fax) transmissions are the primary method of exchanging complex information quickly and accurately. Appendix III to this Annex of the Charleston ACP contains many area contacts and their respective fax numbers.

d. **Ground-to-Air and Air-to-Air Network** - Established to coordinate aviation resources and between aircraft assigned to an incident.

3. DATABASES. In addition to the various communications networks available during a multi-agency response, there are database resources that should be considered for both tactical and support purposes. These include:

CHEMTREC - Chemical Transportation Emergency Center operated by the Chemical Manufacturers Association. Their **HIT (Hazard Information Transmission)** program provides a digital transmission of the CHEMTREC emergency chemical report to first responders.

CHRIS/HACS -Chemical Hazards Response Information System/Hazard Assessment Computer System developed by the USCG is a computerized model of the CHRIS manuals that contain chemical-specific data.

OHMTADS - Oil and Hazardous Technical Assistance Data System Provides access to chemical, biological, and toxicological information about hazardous substances.

INTEGRATED COMMUNICATIONS PLAN - DAILY SUMMARY

RESPONDING AGENCIES

UNIT COMMS

NAME: _____ MSO 800 MHz Assignments
ORGANIZATION: _____ 103 _____ 107 _____
POSITION: _____ 104 _____ 108 _____
PHONES: Day () _____ - _____ 105 _____ 109 _____
24 hr() _____ - _____
Cell () _____ - _____ 106 _____ 110 _____
Pager() _____ - _____

UNIT WATCH

NAME: _____ OOD: _____(H) _____
ORGANIZATION: _____ INSP: _____(H) _____
POSITION: _____ IO: _____(H) _____
PHONES: Day () _____ - _____ BO: _____(H) _____
24 hr() _____ - _____
Cell () _____ - _____ PI: _____(H) _____
Pager() _____ - _____

COMMAND POST

NAME: _____ LOCATION: _____
ORGANIZATION: _____ PHONES: Land () _____ - _____
Cell () _____ - _____
POSITION: _____ 800 MHz _____
PHONES: Day () _____ - _____ MONITORING: 16 ____ 21A ____
24 hr() _____ - _____ 23A ____ 81A ____ 83A ____
Cell () _____ - _____
Pager() _____ - _____

TACTICAL NETWORK

NAME: _____ AGENCY CHANNELS IN USE

ORGANIZATION: _____

POSITION: _____

PHONES: Day () _____ - _____

24 hr() _____ - _____

Cell () _____ - _____

Pager() _____ - _____

ENCL ii TO TAB b TO APP I TO ANNEX F TO THE CHARLESTON O&H ACP
MEDICAL SUPPORT UNIT

The Medical Support Unit is responsible for the development of the medical emergency plan. Obtaining medical aid and transportation for injured and ill incident personnel and preparation of reports and records. The Medical Support Unit Leader reports to the Service Branch Director. The Medical Support Unit Leader shall:

- ◆ Review common responsibilities.
- ◆ Determine the level of emergency medical activities performed prior to activation of the Medical Branch. Identify logistic support needs to the Logistics Section Chief.
- ◆ Provide and coordinate emergency and routine medical services to response personnel.
- ◆ Manage dedicated Medical Unit resources and coordinate additional medical services.
- ◆ Prepare medical emergency plan.
- ◆ Respond to requests for medical aid and medical transportation.
- ◆ Prepare appropriate medical reports.
- ◆ Identify operations, resources, and logistics support needs.
- ◆ Act as a liaison between the Unified Command and local medical facilities.
- ◆ Report to the Logistics and Administration Section Chief on the status of medical support, as scheduled.
- ◆ Maintain Unit Activity Log (ICS 214).

ENCL iii TO TAB b TO APP I TO ANNEX F TO THE CHARLESTON O&H ACP
FOOD UNIT

The **Food Unit** is responsible for determining feeding and lodging of augmenting personnel assigned to the incident. The Food Unit Leader shall:

- ◆ Review common responsibilities.
- ◆ Provide and coordinate meals and subsistence support to response personnel.
- ◆ Plan, document, and account for the number and type of meals required.
- ◆ Establish kitchens, galleys, canteens, and other food services support locations.
- ◆ Establish and manage sources of supply to support meal and subsistence requirements.
- ◆ Provide potable drinking water, coolers, and other beverages required to support response operations.
- ◆ Maintain inventory of food on hand, check food supply orders.
- ◆ Identify additional resources and logistics support needs.
- ◆ Ensure arrangements are made for delivery of food to personnel in a timely manner.
- ◆ Ensure all appropriate health and safety measures are taken.
- ◆ Maintain a log and record of type and number of meals provided.
- ◆ Report to the Logistics and Administration Section Chief on the status of food and subsistence services, as scheduled.
- ◆ Maintain Unit Activity Log (ICS 214).

TAB c TO APPENDIX I TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
SUPPORT BRANCH

The **Support Branch**, when activated, is under the direction of the Logistics Section Chief, and is responsible for development and implementation of logistics plans in support of the Incident Action Plan, including providing personnel, equipment, facilities and supplies to support incident operations. The Support Branch Director supervises the operation of the Supply, Facilities, Ground Support, Ground Support and Vessel Support Units. The Support Branch Director reports to the Logistics Section Chief. The Support Branch Director shall:

- ◆ Review Common Responsibilities.
- ◆ Obtain work materials from Logistics Kit.
- ◆ Identify Support Branch personnel dispatched to the incident.
- ◆ Determine initial support operations in coordination with Logistics Section Chief and Service Branch Director.
- ◆ Prepare initial organization and assignments for support operations.
- ◆ Determine resource needs.
- ◆ Maintain surveillance of assigned unit work progress and inform Logistics Section Chief of activities.
- ◆ Resolve problems associated with requests from Operations Section.
- ◆ Maintain Unit Activity Log (ICS 214).

ENCL i TO TAB c TO APP I TO ANNEX F TO THE CHARLESTON O&H ACP
SUPPLY UNIT

The Supply Unit is responsible for ordering personnel, equipment and supplies; receiving and storing all supplies for the incident; maintaining an inventory of supplies; and servicing non-expendable supplies and equipment. The Supply Unit Leader reports to the Support Branch Director. The Supply Unit Leader shall:

- ◆ Review common responsibilities.
- ◆ Deliver and coordinate the delivery of response equipment, material, and supplies.
- ◆ Maintain stocks of expendable supplies ready for issued.
- ◆ Plan, document, and account for response supplies and materials.
- ◆ Issue personal protective equipment, ready gear bags, and expendable personal supplies to response personnel.
- ◆ Coordinate the ordering and delivery of spare parts, supplies, materials, and other response facilities.
- ◆ Coordinate and document the assignment of UCS personnel to meet response organization needs.
- ◆ Coordinate request for additional response personnel.
- ◆ Coordinate the processing of arriving response personnel.
- ◆ Develop area information packages for incoming personnel.
- ◆ Establish temporary receiving and out processing office, if necessary.
- ◆ Provide area familiarization briefs and handouts for augmenting personnel.
- ◆ Establish and publish the location of a fixed message center for augmenting personnel. (Spouse Hotline).
- ◆ Plan, document, and account for response assignments made to individuals, agencies, groups, and commercial personnel.
- ◆ Ensure a roster of augmenting personnel is published and maintained.
- ◆ Manage the personnel locator system to track the assignment and location of individual responders.
- ◆ Identify additional resources and logistics support needed to support personnel processing and tracking.

- ◆ Report to the Logistics and Administration Section Chief on the status of personnel processing and tracking, as scheduled.
- ◆ Maintain Unit Activity Log (ICS 214).

ENCL ii TO TAB c TO APP I TO ANNEX F TO THE CHARLESTON O&H ACP
FACILITY UNIT

The **Facilities Unit** is responsible for establishing, setting up, maintaining, and demobilizing all facilities used in support of response operations including, as necessary, the Command Post, the information center, staging areas, communications facilities, feeding and berthing locations, sanitation facilities, facility maintenance, and security. The Facilities Unit Director reports to the Support Branch Director. The Facilities Unit Director shall:

- ◆ Review common responsibilities.
- ◆ Provide and coordinate response facility locations, including Command Posts, incident operations bases, staging sites, piers, warehouses, communications facilities, Joint Information Center, berthing, messing, and sanitary facilities, and other response facilities.
- ◆ Plan, document, and account for response facilities needed.
- ◆ Manage and support facility, utility and maintenance services.
- ◆ Provide portable hygiene and lavatory facilities to support remote operation locations.
- ◆ Identify additional facility resources and logistics support needs.
- ◆ Establish forward Command Posts, as needed, to support on-scene operations.
- ◆ Coordinate and conduct the physical security of all equipment, staging sites, and the incident perimeter
- ◆ Provide for a fire watch and physical security of berthing areas.
- ◆ Coordinate with local police and fire departments for crowd/onlooker control.
- ◆ Develop and implement the Incident Security Plan.
- ◆ Provide and coordinate berthing facilities assigned to response personnel.
- ◆ Plan, document, and account for the number and type of berthing facilities required.
- ◆ Maintain hotel contracts, berthing quarters, barracks vessels, and remote location camps to provide living, sleeping, hygiene, and lavatory facilities for response personnel.
- ◆ Identify additional resources and logistics support needs.
- ◆ Maintain Unit Activity Log (ICS 214).

ENCL iii TO TAB c TO APP I TO ANNEX F TO THE CHARLESTON O&H ACP
GROUND SUPPORT UNIT

The Ground Support Unit is responsible for support of service resources; coordination of transportation of personnel, supplies, food, and equipment; fueling, service, maintenance and repair of vehicles and other ground support equipment; and implementing the traffic plan for the incident. The Ground Support Unit Leader reports to the Support Branch Director. The Ground Support Unit shall:

- ◆ Review common responsibilities.
- ◆ Provide, prioritize, schedule, and coordinate response transportation services.
- ◆ Plan, document, and account for response transportation services.
- ◆ Develop and implement incident site traffic plan.
- ◆ Manage and maintain dedicated transportation resources and coordinate transportation using resources of opportunity.
- ◆ Operate and manage the "Motor Pool" of dedicated ground transportation vehicles, including cars, vans, buses, and trucks.
- ◆ Arrange for fueling, maintenance and repair of assets.
- ◆ Assign and coordinate duty driver schedules.
- ◆ Provide support transportation services.
- ◆ Order maintenance and repair supplies (spare parts).
- ◆ Identify additional transportation resources and logistics support needed.
- ◆ Maintain inventory of assets.
- ◆ Report to the Logistics and Administration Section Chief on the status of transportation and equipment support, as scheduled.
- ◆ Maintain Unit Activity Log (ICS 214).

ENCL iv TO TAB c TO APP I TO ANNEX F TO THE CHARLESTON O&H ACP
VESSEL SUPPORT UNIT

The Vessel Support Unit is responsible for implementing the vessel routing plan for the incident and coordinating transportation on the water and between shore resources. Since most vessels will be supported by their own infrastructure, the Vessel Support Unit may be requested to arrange fueling, maintenance and repair of vessels on a case by case basis. The Vessel Support Unit Leader reports to the Support Branch Director. The Vessel Support Unit Leader shall:

- ◆ Review common responsibilities.
- ◆ Provide, prioritize, schedule, and coordinate vessel transportation services.
- ◆ Plan, document, and account for vessel transportation services.
- ◆ Develop and implement the vessel routing plan.
- ◆ Manage and maintain dedicated response vessels and coordinate transportation using vessels of opportunity.
- ◆ Arrange for fueling, maintenance and repair of assets.
- ◆ Assign and coordinate duty coxswain schedules.
- ◆ Order maintenance and repair supplies (spare parts).
- ◆ Maintain inventory of assets.
- ◆ Report to the Logistics and Administration Section Chief on the status of transportation and equipment support, as scheduled.
- ◆ Maintain Unit Activity Log (ICS 214).

APPENDIX II TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
SUMMARY OF AREA EQUIPMENT SUPPLIERS

The Tabs to this annex contain equipment sources and lists of response equipment available for an incident that is both locally and remotely located. These Tabs include information on:

- a. Boom
- b. Skimmers
- c. Vacuum Trucks
- d. Chemical Response Equipment
- e. Work Boats
- f. Support Vessels
- g. Ocean-going Tugs
- h. Harbor Tugs
- i. Aircraft
- j. Neutralizing Agents
- k. Fire Fighting Equipment
- l. Fire Fighting/Suppression Foam

TAB a TO APPENDIX II TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
BOOM

FENN-VAC, INC.
N.CHARLESTON, SC
(843) 522-8306

3R OF CHARLESTON, INC
(843) 747-2369

US NAVAL WEAPONS STATION
CHARLESTON, SC
(843) 746-7000

AMERADA HESS CORPORATION
N. CHARLESTON, SC
(843) 554-1581

AMOCO CHEMICAL CO. (843)
MT. PLEASANT, SC
(843) 881-6252

EQUILON LUBRICANTS CO.
N. CHARLESTON, SC
(843) 747-5262

EASON DIVING & MARINE CONT.
N. CHARLESTON, SC
(843) 747-0548

COASTAL DIVERS & P.C.I
SAVANNAH, GA
(912) 232-3224

FOUR SEASONS I.S.I
CHARLOTTE, NC
(704) 527-1293

HIGH RISE SERVICES CO. INC.
LELAND, NC

INDUTRIAL MARINE SERVICES
NORFOLK, VA
(910) 371-2325

JACKSONVILLE SPILLAGE CONT.
JACKSONVILLE, FL
(904) 355-4164

M & W SOUTHEASTERN, INC.
JACKSONVILLE, FL

SPECIALIZED MARINE INC.
JACKSONVILLE, FL

TOP GUN/WASTEC.
SPARTANBURG, SC

WESTINGHOUSE (WRS, INC)
DECATOR, GA

USCG ATLANTIC STRIKE TEAM
FORT DIX, NJ
(609) 724-0008

USCG GULF STRIKE TEAM
MOBILE, AL
(334) 639-6601

NAVY SUPSALV
WILLIAMSBURG, VA
(703) 602-7527

OHM CORPORATION
FINDLAY, OH
(419) 423-3529

PETROCLEAN
CARNEGIE, PA
(412) 279-9556

NRC
CALVERTON, NY
(516) 369-8644

MSRC
SAVANNAH, GA
(912) 238-5002

**TAB b TO APPENDIX II TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
SKIMMERS**

<u>SUPPLIER</u>	<u>SKIMMERS</u>
FENN-VAC, INC. N. CHARLESTON, S.C. 522-8306	3
U.S. NAVAL STATION CHARLESTON 820-5600	6
BP OIL COMPANY N. CHARLESTON, S.C. 764-1703	1
EASON DIVING & MARINE CONT. N. CHARLESTON, S.C. 747-0548	2
NRC CORPORATION N. CHARLESTON, S.C. 747-8866	4
COASTAL DIVERS & P.C.I. SAVANNAH, GA (912) 232-3224	5
HIGH RISE SERVICES CO. INC. LELAND, N.C. (910) 371-2325	2
INDUSTRIAL MARINE SERVICES INC. NORFOLK, VA (757) 543-5718	7
JACKSONVILLE SPILLAGE CONTROL INC. JACKSONVILLE, FL	30
M & W SOUTHEASTERN, INC JACKSONVILLE, FL	1
SPECIALIZED MARINE INC. WRIGHTSVILLE BEACH N.C. (910) 799-5305	2

<u>SUPPLIER</u>	<u>SKIMMERS</u>
TOP GUN/WASTE CO. SPARTANBURG, S.C.	2
USCG ATLANTIC STRIKE TEAM FORT DIX, NJ (609) 724-0008	4
USCG GULF STRIKE TEAM MOBILE, AL (334) 639-6601	4
NAVY SUPSALV WILLIAMSBURG, VA (703) 602-7527	5
PETROCLEAN CARNEGIE, PA (412) 279-9556	7
NRC CORP. CALVERTON, NY (516) 369-8644	118

TAB c TO APPENDIX II TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
VACUUM TRUCKS

<u>SUPPLIER</u>	<u>VAC TRUCKS</u>
FENN-VAC, INC. N. CHARLESTON, S.C. 552-8306	10
3R OF CHAS., INC CHARLESTON HGTS., S.C. 747-2369	1
EASON DIVING & MARINE CONT. N. CHARLESTON, S.C. 747-0548	2
NRC CORPORATION N. CHARLESTON, S.C. 747-8866	1
COASTAL DIVERS & P.C.I. SAVANNAH, GA (912) 232-3224	2
CRANDALL CORP COLUMBIA, S.C. 791-4800	3
FOUR SEASONS I.S.I. (704) 527-1293	21
HIGH RISE SERVICES CO. INC. LELAND, N.C. (910) 371-2325	3
INDUSTRIAL MARINE SERVICES INC. NORFOLK, VA (757) 543-5718	7
JACKSONVILLE SPILLAGE CONTROL INC. JACKSONVILLE, FL (904) 355-4164	5
MARINE IND. SVC JACKSONVILLE, FL (904) 355-4164	3

<u>SUPPLIER</u>	<u>VAC TRUCKS</u>
SPECIALIZED MARINE INC. WRIGHTSVILLE BEACH N.C. (910) 799-5305	3
TOP GUN/WASTE CO. SPARTANBURG, S.C.	4
OHM CORPORATION FINDALY, OH (419) 423-3529	5
PETROCLEAN CARNEGIE, PA (412) 279-9556	5

TAB d TO APPENDIX II TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
CHEMICAL RESPONSE EQUIPMENT

1. LOCAL.

FENN-VAC, INC
N. CHARLESTON, SC

3R OF CHAS., INC
CHARLESTON HGTS, SC

LAIDLAW ENVIRO. SVC CONTRACTED FOR NAVY AND MARINES
N. CHARLESTON, SC

2. AREA.

CRANDALL CORP.
COLUMBIA, SC

FOUR SEASONS
CHARLOTTE, NC

HIGH RISE SVC INC.
LELAND, NC

IND. MARINE SVC
NORFOLK, VA

SPECIALIZED MARINE
WRIGHTSVILLE, NC

TOP GUN/WASTEC
SPARTANBURG, SC

3. REGIONAL.

CG LANT STRIKE TEAM
FORT DIX, NJ

CG GULF STRIKE TEAM
MOBILE, AL

OHM CORPORATION
FINDLAY, OH.

TAB e TO APPENDIX II TO ANNEX F TO THE CHARLESTON OIL & HAZNMAT ACP
WORK BOATS

FENN-VAC, INC.
N.CHARLESTON, SC
552-8306

3R OF CHARLESTON, INC.
CHARLESTON HEIGHTS, SC
747-2364

US NAVAL WEAPONS STATION
CHARLESTON, SC
764-7000

EASON DIVING & MARINE CONT.
N. CHARLESTON, SC
747-0548

NRC
N. CHARLESTON, SC
747-8866

COASTAL DIVERS & P.C.I.
SAVANNAH, GA
(912) 232-3224

FOUR SEASONS I.S.I.
CHARLOTTE, NC
(704) 527-1293

HIGH RISE SERVICES CO. INC.
LELAND, NC
(910) 371-2325

INDUTRIAL MARINE SERVICES
NORFOLK, VA
(757) 543-5718

JACKSONVILLE SPILLAGE CONT.
JACKSONVILLE, FL
(904) 355-4164

WORK BOATS (cont.)

M & W SOUTHEASTERN, INC.
JACKSONVILLE, FL

SPECIALIZED MARINE INC.
JACKSONVILLE, FL

TOP GUN/WASTEC.
SPARTANBURG, SC
WESTINGHOUSE (WRS, INC)
DECATOR, GA

USCG ATLANTIC STRIKE TEAM
FORT DIX, NJ
(609) 724-0008

USCG GULF STRIKE TEAM
MOBILE, AL
(334) 639-6601

NAVY SUPSALV
WILLIAMSBURG, VA
(703) 602-7527

OHM CORPORATION
FINDLAY, OH
(419) 423-3529

PETROCLEAN
CARNEGIE, PA
(412) 279-9556

MSRC
SAVANNAH, GA
(912) 238-5002

TAB f TO APPENDIX II TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
SUPPORT VESSELS

1. **MSRC**
1350 I Street N.W.

Main (800) 259-6772
BOA - No
Suite 300
Washington, DC 20005
POC: D. O'Donovan

Type: Special Design, OSV style, response vessels moored at various locations throughout the U.S.

2. **National Response Corp (NRC)**
P.O. Box 609

Main (516) 369-8644
BOA - Yes
Calverton, NY 11933

Type: Special Design, OSV style, response vessels moored at various locations throughout the U.S.

3. **Eason Diving**
PO Box 70040
2668 Spruill Ave.

Main (843) 747-0548
Fax (843) 747-2728
BOA - Yes
Charleston, SC 29415

Type: Maintains barge NRC Vigilant for NRC, Calverton.

TAB g TO APPENDIX II TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
OCEAN TUGS

- 1. FIRM:** **Stevens Tug Co.**

ADDRESS: 4170 Highway 165
Yonges Island, SC 29449

24 HOUR PHONE: (843) 889-6633 (home)
(843) 889-2254 (office)

POINT OF CONTACT: Bill Stevens

BOA: No

SUMMARY OF CAPABILITIES: (4) 800 horsepower inland tugs and (1) 2200 horsepower offshore tug.

RESPONSE TIME: 3-4 hrs to Charleston
10-12 hrs to Georgetown
- 2. FIRM:** **McAllister Tug Co.**

ADDRESS: PO Box 1738
Charleston, SC 29402

24 HOUR PHONE: (843) 577-6449

POINT OF CONTACT: Joe Buckheister/Steve Kicklighter

BOA: No

SUMMARY OF CAPABILITIES: (5) tug boats of 1800 horsepower - 4000 horsepower with trained pilots. (1) tug boat is equipped with fire monitor.

RESPONSE TIME: 2-3 hrs to Charleston
2-3 hrs to Georgetown
- 3. FIRM:** **White Stack Tug Co.**

ADDRESS: PO Box 627
Charleston, SC 29402

24 HOUR PHONE: (843) 577-6556

POINT OF CONTACT: Tim West

BOA: No

SUMMARY OF CAPABILITIES: (5) tugs ranging from 1200 horsepower - 3000 horsepower with trained pilots. Tugs have fire monitor on wheelhouses.

RESPONSE TIME: 2-4 hrs to Charleston
 4-6 hrs to Georgetown

4. **FIRM:** **Richards Launch & Towing Service, Inc.**

ADDRESS: PO Box 666
 Charleston, SC 29402

24 HOUR PHONE: (843) 577-4949

POINT OF CONTACT: Edward and Mark Richards

BOA: No

SUMMARY OF CAPABILITIES: 1450' of retainment boom, (2) 2000 horsepower tug boats with trained pilots.

RESPONSE TIME: 2-3 hrs to Charleston
 2-3 hrs to Georgetown

TAB h TO APPENDIX II TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
HARBOR TUGS

1. **FIRM:** **Stevens Tug Co.**

ADDRESS: 4170 Highway 165
Yonges Island, SC 29449

24 HOUR PHONE: (843) 889-6633 (home)
(843) 889-2254 (office)
POINT OF CONTACT: Bill Stevens

BOA: No
SUMMARY OF CAPABILITIES: (4) 800 horsepower
inland tugs and (1) 2200 horsepower offshore tug.

RESPONSE TIME: 3-4 hrs to Charleston
10-12 hrs to Georgetown
2. **FIRM:** **McAllister Tug Co.**

ADDRESS: PO Box 1738

Charleston, SC 29402

24 HOUR PHONE: (843) 577-6449
POINT OF CONTACT: Joe Buckheister/Steve Kicklighter

BOA: No

SUMMARY OF CAPABILITIES: (5) tug boats of 1800 horsepower - 4000 horsepower
with trained pilots. (1) tug boat is equipped with fire monitor.

RESPONSE TIME: 2-3 hrs to Charleston
2-3 hrs to Georgetown
3. **FIRM:** **White Stack Tug Co.**

ADDRESS: PO Box 627
Charleston, SC 29402

24 HOUR PHONE: (843) 577-6556
POINT OF CONTACT: Tim West

BOA: No

SUMMARY OF CAPABILITIES: (5) tugs ranging from 1200 horsepower - 3000 horsepower with trained pilots. Tugs have fire monitor on wheelhouses.

RESPONSE TIME: 2-4 hrs to Charleston
 4-6 hrs to Georgetown

4. **FIRM:** **Richards Launch & Towing Service, Inc.**

ADDRESS: PO Box 666
 Charleston, SC 29402

24 HOUR PHONE: (843) 577-4949
POINT OF CONTACT: Edward and Mark Richards

BOA: No

SUMMARY OF CAPABILITIES: 1450' of retainment boom, (2) 2000 horsepower tug boats with trained pilots.

RESPONSE TIME 2-3 hrs to Charleston
 2-3 hrs to Georgetown

TAB i TO APPENDIX II TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
AIRCRAFT

1. AIRCRAFT RENTALS.

Palmetto Air Service - Mt. Pleasant	884-8914
Million Air Charleston - Charleston International	744-2581
Charleston Executive	559-2401
East Cooper Aviation	884-8837

2. COAST GUARD AIRCRAFT. All requests for Coast Guard aviation support must be routed through the Seventh Coast Guard District Command Center.

Seventh CG District Command Center (24 Hr)	800-874-7561
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Helicopter Assets:

CG Air Station Savannah	912-352-6237
CG Air Facility Charleston	559-9033

Fixed Wing Assets:

CG Air Station Elizabeth City	919-335-6332
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3. DOD AIRCRAFT SUPPORT. The Coast Guard entered into a MOA with the DOD to provide assistance for dispersant application via fixed wing platforms. Any requests for these or other DOD aviation assets must be coordinated through the Director of Military Support (DOMS) which is the office with primary responsibility.

DOMS	(703) 697-0218
Pentagon, BF741	(703) 695-7313 (fax)
Washington, DC 20310-0400	

TAB j TO APPENDIX II TO ANNEX F TO CHARLESTON AREA OIL & HAZMAT ACP
NEUTRALIZING AGENTS

LIME

Hanahan
N Chas Dist FD
St Johns FD
N Chas Sewer Dist
Bosch Corp

Miles Corp
Fenn-Vac
Cross Seed Co.
Burris Chemical

SODIUM BICARBONATE

Hanahan FD
N Chas Dist FD
Burris Chemical
Albright & Wilson

Hanahan PWD
St Johns FD
Miles Corp
N Chas Sewer Dist

SODA ASH

St Johns FD
Miles Corp
3R Inc
Chemical Lehman

Burris Chemical
Albright & Wilson
Westvaco

ACIDS

City of Chas FD
Burris Chemical

Miles Corp
Albright & Wilson

TSP (TRI SODIUM PHOSPHATE)

St Johns FD
N Chas Dist FD

TAB k TO APPENDIX II TO ANNEX F TO CHARLESTON AREA OIL & HAZMAT ACP
FIRE FIGHTING EQUIPMENT

CHARLESTON Emergency Phone: 577-7070
Business: 720-1981

216 Full Time Firefighters

Resources: 17 - Pumpers: 4 - 1,250 GPM
 9 - 1,000 GPM
 4 - 1,500 GPM
 3 - Ladders: 1 - 110 ft.
 1 - 100 ft.
 1 - 75 ft w/snorkel
 1 - Rescue Vehicle
 750 gal foam

CHARLESTON AFB Emergency Phone: 744-4555
Business: 566-3778

70 Full Time Firefighters

Resources: 2 - Pumpers: 1 - 1,000 GPM
 1 - 750 GPM
 1 - Water Tank 2,000 GAL
 2 - Knockdown Trucks w/507 lbs. Halon and
 350 lbs dry chemical

FOLLY BEACH Phone: 588-2433

8 Full Time Firefighters
19 Volunteer Firefighters

Resources: 2 - Pumpers: 1,000 GPM
 1-22 ft. Rescue Boat
 1 - Utility Van

GEORGETOWN Emergency Phone: 546-5151
Business: 546-5152

24 Full Time Firefighters
20 Volunteer Firefighters

Resources: 5 Pumpers: 1 - 1,500 GPM
 1 - 1, 250 GPM
 1 -1,000 GPM
 2 - 750 GPM

CITY OF GOOSE CREEK Emergency Phone: 553-4901
Business: 553-8350

20 Full Time Firefighters
30 Volunteer Firefighters

Resources: 4 - Pumpers: 2 - 1,500 GPM
1 - 1,250 GPM
1 - 1,000 GPM
1 - Brush Truck - 250 GPM
1 - 75 ft. Scope
1 - Rescue Van

HANAHAN Emergency Phone: 744-4073
Business: 744-7400

23 Full Time Firefighters
5 Volunteer Firefighters

Resources: 5 - Pumpers: 1 - 1,500 GPM
2 - 1,250 GPM
1 - 1,000 GPM
1 - 750 GPM
1 - Utility Truck
1 - Ambulance (3 Paramedics)

ISLE OF PALMS Emergency Phone: 886-6428
Business: 886-4596

16 Full Time Firefighters
20 Volunteer Firefighters

Resources: 4 - Pumpers: 1 - 1,250 GPM
1 - 1,000 GPM
2 - 750 GPM
1 - Ladder - 75 ft. w/nozzle
1 - 16' Boat
1 - Zodiac
1 - Utility Truck

JAMES ISLAND

Emergency Phone: 795-2345
Business: 795-2094

44 Full Time Firefighters
12 Volunteer Firefighters

Resources: 7 - Pumpers: 2 - 1,500 GPM
1 - 1,250 GPM
2 - 1,000 GPM
2 - 750 GPM
1 - Brush Truck
1 - Rescue Vehicle
1 - Utility Truck

SAINT JOHNS

Emergency Phone: 559-9611
Business: 559-9194

78 Full Time Firefighters

Resources: 7 - Pumpers:
4 - 1,500 GPM
3 - 1,250 GPM
1 - Tank Truck - 1,200 GAL
1 - Brush Truck - 250 GPM
3 - Rescue Unit

LADSON

Emergency Phone: 871-0120
Business: 873-0714

28 Volunteer Firefighters

Resources: 3 - Pumpers: 1 - 1,000 GPM
1 - 750 GPM
1 - 500 GPM
1 - Brush Truck - 250 GPM
1 - Tank Truck - 1,500 GAL
1 - Utility Van

MONCKS CORNER

Emergency Phone: 1 (803) 761-8036
Business: 1 (803) 761-8040

Resources: 3 - Pumpers: 1 - 1,250 GPM
1 - 750 GPM
1 - 500 GPM
1 - Tank Truck - 1,800 GAL
1 - Equipment Truck

MT. PLEASANT

Emergency Phone: 884-4155
Business: 884-0623

73 Full Time Firefighters
12 Volunteers

Resources: 6 - Pumpers: 1,250 GPM @
1 - 100 ft Pumper Platform: 1500 GPM pump
1 - 75 ft Ladder Truck: 1250 GPM pump
1 - Equipment Van
1 - Haz Mat Truck

Remarks: Has hazardous material capability.

MYRTLE BEACH

Emergency Phone: 626-0769
Business: 448-3656

69 Full Time Firefighters
15 Volunteer Firefighters

Resources: 8 - Pumpers: 4 - 1,500 GPM
3 - 1,000 GPM
1 - 300 GPM
1 - Ladder - 90 ft.
1 - Ladder - Aerial
1 - Tank Truck
2 - Land Cruiser
1 - Mobile Air Supply Truck
1 - Ambulance

NAVAL WEAPONS STATION

Emergency Phone: 764-7777/7555 or 911
Bus: 764-7639

35 Full Time Firefighters

Resources: 5 - Pumpers: 3 - 1,000 GPM
2 - 750 GPM all w/Foam Tanks & AFFF in cans
1 - Rescue Truck w/250 GPM
1 - Haz Mat Van

Remarks: 6 encapsulated suits
4 - 4 hour air paks
35 SCBA

NORTH CHARLESTON

Emergency Phone: 745-1015
Business: 554-5700 EXT 205

94 Full Time Firefighters

Resources: 9 - Pumpers: 1 - 1,500 GPM
2 - 1,250 GPM
5 - 1,000 GPM
1 - 500 GPM
1 - 75 ft. scope
3 - Brush Trucks 250 GPM
1 - Special Equipment Truck
1 - 110 ft. quint ladder

NORTH MYRTLE BEACH

Emergency Phone: 249-2233
Business: 249-0243

28 Full Time Firefighters

Resources: 4 - Pumpers: 3 - 1,500 GPM
1 - 1,250 GPM
1 - Ladder - 100 ft.
1 - Utility Pickup

ST. ANDREWS

Emergency Phone: 556-2345
Business: 556-8951

61 Full Time Firefighters

Resources: 7 - Pumpers: 1 - 1,500 GPM
1 - 1,250 GPM
4 - 1,000 GPM
1 - 750 GPM
1 - Brush Truck - 100 GPM
2 - Equipment Trucks

SULLIVANS ISLAND

Emergency Phone: 883-3931 or 911
Business: 883-3411/9636

4 Full Time Firefighters
32 Volunteer Firefighters

Resources: 2 - Pumpers: 1 - 1,000 GPM
1 - 750 GPM
1 - Rescue Truck
1 - 20 ft. Simmons Sea Skiff
1 - 10 ft. Avon RHIB

SUMMERVILLE

Emergency Phone: 875-1650
Business: 873-5107

36 Full Time Firefighters
30 Volunteer Firefighters

Resources: 6 - Pumpers: 3 - 1,250 GPM
 2 - 1,000 GPM
 1 - 750 GPM
 1 - 65 ft. Aerial
 2 - Tank Trucks 1-1,800 G
 1 - 1,200 G
 1 - Squad Truck

Old Fort

Emergency Phone: 873-6111
Business: 873-5620

SURFSIDE BEACH

Emergency Phone: 238-2811

Business: 238-2314

5 Full Time Firefighters
12 Volunteer Firefighters

Resources 3 - Pumpers: 1 - 1,500 GPM
 1 - 750 GPM
 1 - 500 GPM
 1 - 100 ft. Ladder Truck

**TAB 1 TO APPENDIX II TO ANNEX F TO CHARLESTON AREA OIL & HAZMAT ACP
FOAM APPLIANCES/CONCENTRATE**

FOAM CONCENTRATE

<u>Supplier</u>	<u>ATC (GAL)</u>	<u>AFFF (GAL)</u>	<u>AFFF EXP (GAL)</u>
Ashley River FD	100	0	0
Awendaw FD	0	50	0
Caromi FD	130	0	0
Chas AFB	85	1000+	0
Chas NWS FD	0	25	0
City of Chas FD	0	55	0
City of N Chas FD	0	500	0
Goose Creek Rural FD	100	0	0
Hanahan FD	0	50	0
Hanahan DFSA Fuel Dep	0	1000	0
Isle of Palms FD	0	150	0
James Island FD	0	350	0
Mt Pleasant FD	0	400	0
N Chas Fire Dist	500+	0	0
St Andrews FD	0	135	0
St Johns FD	150	0	0
St Pauls FD	100	0	0
Sullivans Isl FD	0	200	0
Summerville FD	0	165	0
Amerada Hess	100	0	0
Miles Inc	300	0	55
Westvaco	100	0	0

FOAM APPLIANCES

2.5 INCH HANDLINE FOAM NOZZLES AND EDUCTORS

<u>Supplier</u>	<u>Number</u>	<u>Rate (GPM)</u>
Amerada Hess Corp	2	250
C&B FD	3	250
City of Chas FD	1	250
City of N Chas FD	3	250
Hanahan FD	1	240
N Chas Fire Dist	2	240
St Andrews FD	1	200
Sullivans Island FD	1	250

2.5 INCH DELUGE GUN FOAM NOZZLES

<u>Supplier</u>	<u>Number</u>	<u>Rate (GPM)</u>
Charleston AFB	2	1000
Hanahan Fire Dept	1	1000
Chas NWS FD	1	
Ashley River FD	1	
Goose Creek Rural FD	1	500
Hanahan FD	4	
Chas NWS FD	1	500
St Johns FD	2	500
St Andrews FD	2	500
Ashley River FD	1	350
Caromi FD	2	350
Goose Creek Rural FD	1	350

APPENDIX III TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP SUMMARY OF AREA SUPPORT

This appendix identifies the various facilities available, or that could be made available to support the OSC in the event of a response. The topics covered include:

- a. Staging Areas
- b. Airports
- c. Fueling Facilities
- d. Maintenance Facilities
- e. Port Facilities
- f. Boat Ramps
- g. Berthing
- h. Command Centers
- i. Storage/Disposal Facilities
- j. Waste Transportation Companies

TAB a TO APPENDIX III TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP STAGING AREAS

1. CHARLESTON AREA.

a. There are three container terminals in the Charleston area. These facilities normally have significant uncovered space available for staging trucks and equipment. Cranes for loading equipment onto or off of vessels are readily available. Due to the height of the docks these areas are not readily compatible with small boat operations. Any use of these terminals for other than storage will have an impact on commercial operations. Expect some reluctance on the part of the State Ports Authority if use of a terminal adversely impacts operations (and rightfully so, as these are commercial enterprises).

b. The grounds at the South Carolina Department of Natural Resources compound (Fort Johnson) provide a moderate amount of storage area (much of it unpaved) for light equipment. This is a good location from which to conduct small boat operations.

2. GEORGETOWN AREA. For responses in the Georgetown area some staging area is available at Coast Guard Station Georgetown. No lifting capability exists here between shore and vessels. Equipment must be transferred between parking areas and small boats along a long pier. The State Ports Authority terminal in Georgetown is also an option.

3. MYRTLE BEACH AREA. Facilities and space may be available at the old Air Force Base. The Base is currently controlled by the Redevelopment Authority (RDA).

TAB b TO APPENDIX III TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP AIRPORTS

<u>Charleston International Airport</u>	767-1100
North Charleston (Co-located with Charleston AFB)	767-7000
Administrative Office	
Runway length - 9000' and 7000'	
 <u>Charleston Executive Airport</u>	 559-2401
Johns Island (15 miles SW of Charleston)	
Runway length - 5000' and 4355'	
 <u>East Cooper Regional</u>	 884-8837
Mount Pleasant (15 miles E of Charleston)	
Runway length - 3700'	
 <u>Georgetown</u>	 843-546-6171
Runway length - 5000'	
 <u>Grand Strand</u>	 843-272-6161
North Myrtle Beach	
Runway length - 6000'	
 <u>Myrtle Beach Jet Port</u> (Closed midnight to 6 AM)	 843-448-6953
Myrtle Beach (located at old AFB)	
Runway length - 9502'	

TAB c TO APPENDIX III TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP FUELING FACILITIES

Land based fueling facilities will not be addressed in this Tab due to their wide availability. Little difficulty is normally experienced in finding gas stations that will take Federal Government credit cards, but several marinas do not. You should always ask before fueling. Marine Fueling Facilities can be found at the following locations:

1. CHARLESTON AREA.

<u>NAME</u>	<u>PHONE</u>	<u>LOCATION</u>	<u>TYPES OF FUEL</u>
BUZZARD'S ROOST	559-5516	STONO RVR	GAS/DIESEL
RIPLEY LIGHT	766-2100	ICW MM470	GAS/DIESEL
ASHLEY MARINA	722-1996	ASHLEY RIVER	GAS/DIESEL
TOLERS COVE	881-0325	BEN SAWYER BR	GAS/DIESEL
WILD DUNES	886-5100	ICW MM456.5	GAS/DIESEL
BOHICKET	768-1280	BOHICKET CREEK	GAS/DIESEL
DUNCAN'S	744-2628	ASH. RVR, 526 BRIDGE	GAS/DIESEL
FOLLY MARINA	588-6663	FOLLY RIVER	GAS/DIESEL
SHEM CREEK	886-3211	MT. PLEASANT	GAS
MARINER'S CAY	588-2091	FOLLY RIVER	GAS/DIESEL
DOLPHIN COVE	744-2562	ASHLEY RIVER	GAS/DIESEL
DANIEL ISLAND MARINA	884-1000	CLOUTER CREEK	GAS/DIESEL
EDISTO MARINA	869-3504	S. EDISTO RIVER	GAS/DIESEL

2. GEORGETOWN, MYRTLE BEACH, LITTLE RIVER, MURRELLS INLET, ETC.

<u>NAME</u>	<u>PHONE</u>	<u>LOCATION</u>	<u>TYPES OF FUEL</u>
(843)			
LELAND MARINE	887-3641	JERMEY CREEK	GAS/DIESEL
CAPT. DICKS	651-3676	MURRELL'S INLET	GAS/DIESEL
MARLIN QUAY	651-4444	MURRELL'S INLET	GAS/DIESEL
VOYAGER'S VIEW	651-7033	MURRELL'S INLET	GAS/DIESEL
H & C FISHERIES	357-1515	MURRELL'S INLET	DIESEL
HARBOR WALK MARINA	546-4250	ICW MM402	GAS/DIESEL
GEORGETOWN LANDING	546-1776	ICW MM402	GAS/DIESEL
INDEPENDANT SEAFOOD	546-6642	SAMPIT RIVER	DIESEL
BUCKSPORT	397-5566	ICW MM377	GAS/DIESEL
WACCAWACHE MARINA	651-2994	ICW MM383	GAS/DIESEL
HAQUE MARINA	293-2141	ICW MM368	GAS/DIESEL
MYRTLE BCH YACHT CL	249-5376	ICW MM346	GAS/DIESEL
DOC HOLIDAY'S MARINA	280-6354	ICW MM348	GAS/DIESEL
CONWAY MARINA	248-4033	WACCAMAW RIVER	GAS
N. MYRTLE BCH MARINA	249-1000	ICW MM350	GAS/DIESEL
HARBOR GATE	249-8888	ICW MM245	GAS/DIESEL
THE BOAT SHED MARINA	546-4415	ICW/SAND PIT RIVER	GAS/DIESEL

**TAB d TO APPENDIX III TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
MAINTENANCE FACILITIES**

During a prolonged response two types of maintenance will almost certainly be required; vehicles and outboard motors. For Federal agencies, vehicle maintenance must be handled through GSA channels or by following the instructions of the rental car agency for rental vehicles. Non-federal agencies will continue to use their normal repair procedures. Numerous vehicle repair facilities are available throughout the area of responsibility. The availability of factory authorized service for outboard motors is much more limited.

1. OMC (Johnson/Evinrude).

* Marine Center
2445 Savannah Hwy (17 South)
Charleston SC
(843) 556-8660

Seels Outboard Inc.
1937 Savannah Hwy (17 South)
Charleston, SC
(843) 556-2742

2. MERCURY/FORCE.

* Marine Center
2445 Savannah Hwy (17 South)
Charleston, SC
(843) 556-8660

Oakbrook Marine
9910 Dorchester Road
Charleston, SC
(843) 871-7516

3. YAMAHA.

* Marine Center
2445 Savannah Hwy (17 South)
Charleston SC
(843) 556-8660

Outboard Shop
5133 Rivers Avenue
Charleston, SC
(843) 797-9614

Tailwalker Marine
2903 Highmarket St
Georgetown, SC
1-800-768-2495 or (843) 527-2495

4. SUZUKI.

Discount Nautical of Mt. Pleasant
1361 Old Georgetown Rd.
Mt Pleasant, SC
(843) 881-2628

*** *Will provide night and weekend support***

TAB e TO APPENDIX III TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
PORTABLE FACILITIES

The following were listed in the Greater Charleston Yellow Pages under TOILETS,
PORTABLE. No such listings were found in the Georgetown area.

1. Andy's Sani Serva System (843) 723-4679
4920 Dorchester Road
North Charleston, SC
2. Nature's Calling (843) 529-1399
4151 Azalea Drive
North Charleston, SC

TAB f TO APPENDIX III TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
BOAT RAMPS

Maps showing the location of public boat ramps in each county are available from the South Carolina Department of Natural Resources. Copies of the South Carolina Wildlife Facilities Atlas are maintained at the Coast Guard Marine Safety Office in the Port Operations Library. Due to the number of ramps available in the coastal area it was not deemed necessary nor realistic to identify each here.

While private ramps exist, there is no definitive listing readily available which indicates the condition of these ramps and any applicable maximum boat size.

TAB g TO APPENDIX III TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
HOTELS/BERTHING

1. Hotels/motels with restaurant facilities in a two-mile radius of Coast Guard Base Charleston:

Howard Johnson 250 Spring Street	152 rooms 722-4000
Sheraton Charleston 170 Lockwood Drive	337 rooms 723-3000
Holiday Inn 301 Savannah Highway	181 rooms 556-7100
Mills House 115 Meeting Street	214 rooms 577-2400
Lodge Alley Inn 195 East Bay Street	95 rooms 722-1611
Omni House at Charleston Place 130 Market Street	443 rooms 722-4900
Comfort Inn Bee street	128 rooms 577-2224

2. Hotels/motels with restaurant facilities between two and five miles from Coast Guard Base Charleston:

Airport Inn 4620 Dorchester Road	104 rooms 747-7500
Best Western Dorchester 3668 Dorchester Road	199 rooms 747-0961
Howard Johnson I-26 and Dorchester Road	131 rooms 554-4140
Town and Country Inn 2008 Savannah Highway	130 rooms 571-1000

3. Hotels/motels with restaurant facilities five to nine miles from Coast Guard Base Charleston:

Charleston Marriott 4770 Marriott Drive (I-26 and Montague)	297 rooms 747-1900
Northwoods Atrium (Best Western) 7401 Northwoods Blvd.	197 rooms 572-2200
Holiday Inn I-26 and Aviation Ave.	263 rooms 744-1621
Radison Inn I-26 and Aviation Ave.	150 rooms 744-2501

TAB h TO APPENDIX III TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
COMMAND CENTERS

1. CHARLESTON AREA. For major spills and releases in the Charleston area, the Charleston County Emergency Preparedness Division's Emergency Operations Center (EOC) will provide an ideal command center location. This facility is used by EPD in times of emergency, particularly hurricanes, and comes fully equipped with telephone and radio. The building is large enough to accommodate all necessary participants, including the media.

Charleston County also has a mobile command post, which can be taken on site to serve as the field command post or as a forward staging area for the EOC.

Coast Guard MSO Charleston's mobile command post is radio equipped and has cellular telephone capability. In a major event this trailer would be very effective in directing or monitoring activities on scene. For smaller events this trailer would be effective as a command post.

In major events, contractors will certainly be involved. Major contractors generally have mobile command posts. In keeping with current policy of cooperation between monitoring organizations and contractors, these contractor assets can prove to be very effective in enhancing command and control.

2. GEORGETOWN AREA. Should a major spill occur in or north of Georgetown, Coast Guard Station Georgetown or the Georgetown County EOC, in combination with the MSO mobile command post, could fill the command and control requirements.

TAB i TO APPENDIX III TO ANNEX F TO CHARLESTON AREA OIL & HAZMAT ACP
STORAGE AND DISPOSAL

1. GENERAL. The storage and disposal of contaminated material from a spill is a significant problem in spill response, particularly chemical spill response. South Carolina Department of Health and Environmental Control (SC DHEC) is the primary state agency regulating disposal. SC DHEC should be contacted early in any response to help eliminate any delays that may result from the inability to dispose of wastes.

2. STORAGE AND DISPOSAL FACILITIES.

ABCO Industries, Inc.
P.O. Box 1089
Roebuck, SC 29376

POC: R. Forester
864-576-6821
Solvent Recycling

Ashland Chemical Co.
100 Industrial Blvd
Greenville, SC 29606

POC: D. Hamilton
864-288-7487
Chemical Waste Storage

Fiber Tech, Inc.
P.O. Box 1979, Hwy 15S
Sumter, SC 29151

POC: S. Ray
803-481-8528
Environmental Manager

Giant Resources Recovery Co.
P.O. Box 352
Harleyville, SC 29448

POC: A. Powel
803-496-7676
Solvent Reuse

Holnam/Safety-Kleen
Route 2 Box 418
Highway 453 South
Holly Hill, SC 29059

POC: M. Spray
803-496-7303

Solvent Reuse

Laidlaw Environmental Services
(formerly GSX)
Rt. 1, Box 255
Pinewood, SC 29125

POC: C. Chandler
803-452-5003
Landfill

Laidlaw Environmental Services(TOC Inc)
301 Railroad Street
Roebuck, SC 29376

POC: D. DeSha
803-576-1085
Incineration/Liq. Inj.

Phibro-Tech, Inc.
P.O. Box 1979, Hwy 15S
Industrial Complex
Sumter, SC 29151

POC: S. Ray
803-481-8528
Environmental Manager

Safety-Kleen Corp.
Summerville
Mailing Address: 1000 N. Randall Rd.
Elgin, IL 60123

POC: J. McIntosh
708-697-8460
Solvent Recycle

Southeastern Chemical and Solvent
P.O. Drawer 1060
Sumter, SC 29150

POC: T. Ragin
803-773-7387
Solvent Recycle

Thermo-KEM, Inc.
P.O. Box 2664
Sumter, SC 29150

POC: P. Warren
803-324-5310
Incineration/Fixed Hearth

Water Recovery Systems
P.O. Box 70971
Charleston, SC 29415

POC: Rob Willams
843-566-7067
Storage/Disposal Fac.

SC DHEC can be contacted in Charleston at 740-1590.

2. PERMITS. The regulatory requirements regarding the transportation and disposal of hazardous wastes (including the determination of whether a substance is a hazardous waste) are complex and lengthy. For normal, industrially generated waste that is handled routinely by a company, the disposal procedures can, and do, become routine. Due to the unique nature of spill events, especially large ones, consultation with state regulators (SCDHEC) early in the spill is highly recommended if not absolutely essential. SCDHEC can be contacted in Charleston at 740-1590, during normal working hours, or use the Columbia, SC 24 hr numbers (803) 253-6488/(888) 481-0125.

TAB j TO APPENDIX III TO ANNEX F TO CHARLESTON AREA OIL & HAZMAT ACP
WASTE TRANSPORTATION COMPANIES

1. WASTE TRANSPORTATION PROCEDURES. The regulations concerning the transportation of hazardous waste in the state of South Carolina are much too involved for inclusion in this plan. When a question involving waste transportation procedures arises either the South Carolina Department of Health and Environmental Control, or a licensed waste hauler should be contacted. The following pages include a list of geographically selected haulers and sample copies of waste transportation permits/instructions.

Amerada Hess Corp.
5150 Virginia Avenue
N. Charleston, SC 29406

POC: F. L. Clark
(843) 571-1184

Charleston Air Force Base
437 CES/CEV
Charleston AFB, SC 29404

POC: Mr. Glen Easterby
(843) 566-2392

Coastal Recovery
1705 Meeting Street
Charleston, SC 29413

POC: Kenneth Dotson
(843) 722-0204

Eason Diving & Marine Contractors Inc.
2668 Spruill Avenue
Charleston, SC 29405

POC: Thomas Eason
(843) 747-0548

Fenn-Vac Inc.
141 Fennell Road
N. Charleston, SC 29418

POC: Rob Carter
(843) 552-8306

Infinger Transportation Co., Inc.
4425 Belle Oaks Drive
Charleston, SC 29405

POC: T. B. Clement
(843) 554-4433

JBS Oil Company
U.S. Hwy 78 S.E. of St. George
St. George, SC 29477

POC: Stephen Snedegar
(803) 563-4145

3R of Charleston, Inc.
P. O. Box 71544
Charleston, SC 29405

POC: James Delk
(843) 747-2369

2. PERMITS. The regulatory requirements regarding the transportation and disposal of hazardous wastes (including the determination of whether a substance is a hazardous waste) are complex and lengthy. For normal, industrially generated waste that is handled routinely by a company, the disposal procedures can, and do, become routine. Due to the unique nature of spill

events, especially large ones, consultation with state regulators (SCDHEC) early in the spill is highly recommended if not absolutely essential. SCDHEC can be contacted in Charleston at 740-1590, during normal working hours, or use the Columbia, SC 24 hr numbers (803) 253-6488/(888) 481-0125.

APPENDIX IV TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
SUMMARY OF PERSONNEL AND RESOURCES SUPPORT

This appendix identifies the Federal, State and local agencies and groups with additional resources and information available to respond to or assist with a pollution incident. The information contained includes personnel, resources available, daytime and 24-hour telephone number, and addresses, where available. The subjects covered include:

- a. Cleanup Contractors, BOA and non-BOA
- b. Local Coast Guard Staffing
- c. Wildlife Recovery Groups and Volunteers Organizations
- d. Law Enforcement Agencies
- e. Hospitals and EMS Facilities
- f. Port Authority and Harbormaster contacts
- g. Salvage Companies, commercial and federal
- h. State and Local Environmental Agencies
- i. Analytical Labs
- j. Weather Services
- k. Natural Resource Trustees, State and Federal
- l. Local Emergency Preparedness Committees
- m. State Emergency Preparedness Committee
- n. Government Liaison Offices
- o. Fishing Co-Ops
- p. Explosive Ordinance Divisions
- q. Site Safety and Health Departments
- r. Fire Departments
- s. Pilots' Associations
- t. Marine Surveyors
- u. Towing Companies
- v. Bridges over Navigable Waters

TAB a TO APPENDIX IV TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
CLEAN-UP COMPANIES - OIL AND HAZMAT

OIL SPILL CONTRACTORS

OSRO'S CERTIFIED RESPONSE COMPANIES FOR MSO CHARLESTON'S AOR.

- | | |
|--|---|
| 1. Clean Harbor Environmental Services.
Charleston Services Center
7244 Peppermill Parkway
North Charleston, SC 29418
POC: J. Mahoney | Local (843) 552-5355
Main (617) 849-1800
BOA - Yes |
| 2. DonJon Marine Co., Inc
1250 Liberty Avenue
Hillside, NJ 07205
POC: E. King/John Witte | Main (908) 964-8812
BOA - Yes |
| 3. Environmental Recovery Group
251 Levy Road, P.O. Box 330569
Atlantic Beach, Fla 32233-0569
POC: T. Thompson/Steve Jenkins | Main (904) 241-2200
Fax (904) 241-4732
BOA - Yes |
| 4. Fenn-Vac, Inc
P.O. Box 62679
N. Charleston, SC 29419
POC: R. Carter | Main (843) 552-8306
Fax (843) 760-5220
BOA - Yes |
| 5. Heritage Environmental Remediation
1319 Marquette Drive
Romeoville, IL 60446
POC: Geoffrey Langely | Main
Fax (708) 378-2200
BOA - Yes |
| 6. Industrial Marine Services
P.O. Box 1779
Norfolk, VA 23501
POC: John Parker | Main (804) 543-5718
Fax (804) 543-4561
BOA - Yes |
| 7. Jacksonville Pollution Control
P.O. Box 3005
3117 Talleyrand Ave
Jacksonville, Fla 32206
POC: Earl Edenfield | Main (904) 355-4164
Fax (904) 355-4365
BOA - Yes |
| 8. McCutheon Enterprises
250 Parkroad
Apollo, PA 156143
POC: K. Cessna | Main (412) 568-3623
BOA - ? |

- | | |
|--|--|
| <p>9. MSRC
 1350 I Street N.W.
 Suite 300
 Washington, DC 20005
 POC: D. O'Donovan</p> | <p>Main (202) 408-5700
 BOA - No</p> |
| <p>10. National Response Corp (NRC)</p> | <p>Main (516) 369-8644
 P.O. Box 609 BOA - Yes
 Calverton, NY 11933</p> |
| <p>11. OHM Remediation Services
 16406 US Route 244 East
 Findley, OH 45389</p> | <p>Main
 BOA - Yes</p> |
| <p>12. SE Response & Remediation
 P.O. Box 221
 1500 Pt Harbor Road
 Wilmington, NC 28402
 POC: W. Murrell</p> | <p>Main (910) 763-6274
 Fax (910) 763-6132
 BOA - Yes</p> |
| <p>13. Turecamo Environmental Sevices
 The Foot of Laurens Street
 P.O. Box 658
 Charleston, SC 29402
 POC: D. Morton</p> | <p>Main (912) 232-3224
 Local (843) 577-7714
 BOA - Yes</p> |

NON-OSRO CERTIFIED BOA CONTRACTORS IN MSO CHARLESTON'S AOR.

- | | |
|--|--|
| <p>1. Eason Diving
 PO Box 70040
 2668 Spruill Ave.
 Charleston, SC 29415</p> | <p>Main (843) 747-0548
 Fax (843) 747-2728
 BOA - Yes</p> |
|--|--|

HAZARD MATERIAL RESPONSE COMPANIES

LOCAL

- | | |
|---|--|
| <p>1. Fenn-Vac, Inc
 P.O. Box 62679
 N. Charleston, SC 29419
 POC: R. Carter</p> | <p>Main (843) 552-8306
 Fax (843) 760-5220
 BOA - Yes</p> |
| <p>2. 3-R of Charleston</p> | |
| <p>3. Laidlaw Environmental Services</p> | |

AREA

1. **Crandall Corporation**
Columbia, SC
2. **Four Seasons**
Charlotte, SC
3. **High Rise Services, Inc.**
P.O. Box 730
Brunswick City
Leland, NC 28451
POC: A. J. Simmons, Jr.
Main (910) 371-2325
Fax (910) 371-2971
BOA - Yes
4. **Industrial Marine Services**
P.O. Box 1779
Norfolk, VA 23501
POC: John Parker
Main (804) 543-5718
Fax (804) 543-4561
BOA - Yes
5. **Specialized Marine, Inc.**
837 Sunnyvale Drive
Wilmington, NC 28412
POC: Cynthia Lea
Main (910) 799-5305
Fax (910) 799-8870
BOA - Yes
6. **Top Gun/WASTEC**
Spartenburg, SC

REGIONAL

1. **CG LANT Strike Team**
Building 5614
Doughboy Loop
Fort Dix, NJ 08640-0068
POC: Operations Officer
Main (609) 724-0008
Alt (609) 724-0009
Fax (609) 724-0232
2. **CG Gulf Strike Team**
USCG ATC
Mobile, AL 36608-9690
POC: Operations Officer
Main (334) 441-6001
Fax (334) 441-6610
3. **OHM Remediation Services**
16406 US Route 244 East
Findley, OH 45389
Main
BOA - Yes

TAB b TO APPENDIX IV TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
COAST GUARD (RESERVE AND ACTIVE DUTY)

MSO CHARLESTON TELEPHONE NUMBERS

Working Hours (843) 724-7683
 24 Hour (843) 724-7619
 FAX (843) 720-7705

PERSONNEL: This includes Coast Guard regular and reserve personnel assigned to the Marine Safety Office and is broken down by rating or job specialty.

TITLE/DEPARTMENT	RANK OR RATE	AD / RU*
Commanding Officer	Commander	01 / 00
Executive Officer	Lieutenant Commander	01 / 00
Port Operations Department	Lieutenant Commander	01 / 01
	Lieutenant	00 / 01
	Lieutenant Junior Grade	01 / 00
	Chief Warrant Officer	01 / 01
	Port Security man	00 / 12
	Boatswain's Mate	03 / 00
	Marine Science Technician	02 / 00
	Machinery Technician	01 / 00
	Gunner's Mate	01 / 00
	Seaman/Fireman	02 / 00
	Lieutenant Commander	00 / 02
Maritime Safety Department	Lieutenant	02 / 01
	Lieutenant Junior Grade	01 / 00
	Chief Warrant Officer	03 / 01
	Port Security man	00 / 02
	Civilian	01 / --
Investigations Department	Lieutenant	01 / 00
	Lieutenant Junior Grade	00 / 01
	Chief Warrant Officer	01 / 00
Administration Department	Lieutenant	01 / 00
	Yeoman	01 / 01
	Storekeeper	01 / 01
Regional Exam Center	Commander	00 / 01
	Lieutenant	01 / 00
	Yeoman	00 / 02
	Civilian	03 / --
	TOTAL	33 / 43

* AD = Active Duty RU = Reserve Unit

TAB c TO APPENDIX IV TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
WILDLIFE CLEAN-UP COMPANIES AND VOLUNTEER ORGANIZATIONS

1. WILDLIFE CLEANUP COMPANIES. At present, Tri-State Bird Rescue is the only organization preidentified to conduct wildlife cleanup.

TRI-STATE BIRD RESCUE & REHABILITATION -

Tri-State Bird Rescue & Research, Inc.
110 Possum Hollow Road
Newark, DE 19711
302-737-7241

Use the following 24 hour beeper numbers to contact Tri-State if an oil spill threatens or has contaminated wildlife:

1-800-710-0695

If your call is not returned, call

1-800-710-0696

(Enter area code and telephone number when asked to leave a numeric message)

Tri-State will place a team on alert or assemble a team for immediate dispatch. Team members will have the prerequisite OSHA training.

2. VOLUNTEERS. After a major pollution incident, especially one that receives extensive press coverage, it can be expected that concerned individuals and groups will contact the OSC to volunteer their services.

a. Limited Use. In some circumstances, such assistance can be invaluable and should be put to good use (for example, in any intricate, labor-intensive response activity, such as beach surveillance, logistics support, and assisting scientific support forces). However, volunteers are not covered by liability protection (unlike contracted forces); they should not be allowed to participate in any activity involving personal risk.

b. Planning considerations.

- (1) **Reliability**. It should also be remembered that, just as nothing forces a person to volunteer, nothing can force a volunteer to stay with the job. Volunteers are neither federal employees nor contractors entitled to compensation.
- (2) **OSC Permission**. Volunteers will not be used during federal funded responses without the permission of the OSC. A volunteer's unknown background, a potentially confusing chain of command and liability issues preclude the use of volunteers in most situations. The OSC should obtain Coast Guard legal advice

prior to using volunteers.

- (3) **Other Agencies.** State and local agencies might utilize volunteers in accordance with their own policies. Coordination of volunteers for bird cleaning is the responsibility of the DOI, and SCWMR (see NCP 40 CFR 300.57).

c. In the event that volunteers might be helpful during a response, the following organizations could be contacted.

AUDUBON SOCIETY - The Audubon Society can provide volunteers for the care and rehabilitation of wildlife affected by oil or hazardous substance incidents.

(843) 577-7100

CONCERNED CITIZENS FOR THE ASHLEY RIVER - The Concerned Citizens for the Ashley River was formed for the purposes of protecting the Ashley from environmental degradation. Members are active in reporting observed illegal activities, protesting environmentally unsound permit applications, and other actions.

Mrs. Clair Hazen (home) (843) 553-9606

HARBORWATCH - Harborwatch was formed to support and encourage management of the Charleston Harbor Estuary for protection of natural and cultural resources, sustained economic benefit, and recreational opportunities. Staff and volunteers monitor water quality; disseminate information to schools, community groups, and the general public; and participate in planning and management processes concerning the Charleston Harbor Estuary.

Mr. Mel Goodwin/Ms. Sharon Robles (843) 577-2103

SAVE THE WANDO ASSOCIATION - The Save The Wando Association was formed for the purpose of protecting the Wando River from environmental degradation. Members are active in reporting observed illegal activities, protesting environmentally unsound permit applications, and other actions.

Mrs. Robert Richards (843) 884-8651

SIERRA CLUB, LUNZ CHAPTER - The Sierra Club is an organization devoted to explore, enjoy, and protect the wild places of the Earth. The local chapter takes strong stands on environmental issues such as water quality and wetland protection.

Mr. Star Hazard (office) (843) 792-0715

SOUTH CAROLINA COASTAL CONSERVATION LEAGUE - The South Carolina Coastal Conservation League was founded in 1989 to work fulltime on environmental problems in South Carolina's coastal zone. It provides a staffed organization of work with individuals and groups on coastal environmental protection, and to assist in the preservation of South Carolina's unique coastal heritage.

Mr. Dana Beach (office) (843) 723-8035
(home) (843) 559-1055

THE STONO RIVER ENVIRONMENTAL PROTECTION ASSOCIATION - The Stono River Environmental Protection Association was formed for the purpose of protecting the Stono River from environmental degradation. Members are active in reporting observed illegal activities, protesting environmentally unsound permit applications, and other actions.

Dr. Ashby Taylor (home) (843) 762-0274

TAB d TO APPENDIX IV TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
LAW ENFORCEMENT AGENCIES

STATE POLICE

SC Highway Patrol	740-1660
SC Law Enforcement Division (SLED)	843-737-9000
SC Dept. of Natural Resources	800-922-5431
SC SPA Law Enforcement (8:00 a.m.-5:00p.m)	577-8706
Guard Shack 24 HR. Columbus St.	577-8650
Guard Shack 24 HR. Union St.	577-8653*
Guard Shack 24 HR. North Charleston	745-6513*
Guard Shack 24 HR. Wando	856-7001*

*For Union St., North Charleston, and Wando Terminals, if you call and get a busy signal hang up and dial the Columbus St. Terminal. They will contact the terminal with the busy phone line, via hand held radio, and tell them to hang up.

SHERIFF DEPARTMENTS

Berkeley	843-577-9562/761-8190
Charleston	554-4700
Colleton	803-549-1523
Dorchester	803-873-5111
Georgetown	803-546-5101
Horry	803-248-6241
Jasper	803-726-5583

LOCAL POLICE

Atlantic Beach	843-272-6723
Charleston	577-7434
Chas AFB Security	566-3600
Folly Beach	588-2433
Georgetown	843-546-2597
Goose Creek	572-4300
Hanahan	747-5711
Isle of Palms	886-6522
James Island	554-4700
Johns Island	554-4700
Ladson	843-554-4700
Moncks Corner	843-761-8036
Mt Pleasant	884-4176
Myrtle Beach	843-448-3111
NavWepSta Chas Security	764-7205
North Charleston	745-1015
North Myrtle Beach	843-280-5511
St. Andrews	843-554-4700
Sullivans Island	883-9636
Summerville	873-5107
Surfside Beach	843-238-2621

**TAB e TO APPENDIX IV TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
HOSPITALS/EMS**

<u>NAME</u>	<u>HOSPITAL BEDS</u>	<u>PHONE</u>
Baker Hospital(Roper North)	104	744-2110
Charleston Memorial Hospital	172	953-8303
Charter Hospital	102	747-5830
East Cooper Regional Medical	100	881-0100
Georgetown Memorial Hospital	142	843-527-7461
Grand Strand Regional Medical	172	843-449-4411
MUSC Hospital	585	792-3232
Navy Hospital	065	743-7000
Roper Hospital	449	724-2915
St. Francis Xavier Hospital	140	402-1000
Trident Hospital	296	797-8800
VA Hospital	280	577-5011

EMERGENCY MEDICAL SERVICES (EMS)

<u>County</u>	<u>Name of Service</u>	<u>Admin #</u> (803)	<u>EMERG #</u> (803)	<u>Paramedics</u>
Berkeley	Alumax of SC	572-3700	572-5304	no
	Amoco EMS	884-6151	884-6151	no
	Berkeley Co. EMS	761-6900	761-9000	yes
	Berkeley Co. Rescue	761-8689	761-9000	yes
	Goose Creek EMS	553-8350	863-5200	yes
	Hanahan Fire/EMS	744-7400	744-4073	yes
	Jamestown EMS	257-2812	761-9000	yes
	St. Stephens EMS	567-2768	761-9000	no
	South Berkeley EMS	553-8750	553-8750	yes
Charleston	Charleston Co. EMS	740-3257	745-4000	yes
	Herbert's Amb Serv	577-9292	577-9292	yes
	Langston's Convalescent & Transportation	899-5515	899-5515	yes
	Med-U-Care/MUSC	792-9544	792-3311	yes
	Westvaco	745-3843	745-3000	no
Colleton	Carolina Amb of Colleton	549-1548	549-1548	no
	Colleton Co. EMS	549-1852	549-1911	yes
	Herberts of Walterboro	577-5655	577-5655	yes
Dorchester	Summerville Amb Serv	873-0341	832-9770	yes
	Upper Dorchester Co			

EMS (continued)

	Rescue Squad	873-5111	563-3511	yes
Georgetown	Georgetown Co EMS	546-7782	546-8140	yes
	Murrells Inlet/Garden			
	City Rescue Squad	651-2900	651-2900	no
	Pawley's/Litchfield			
	Rescue Squad	237-4444	237-4444	yes

<u>County</u>	<u>Name of Service</u>	<u>Admin #</u> (843)	<u>EMERG#</u> (843)	<u>Paramedics</u>
Horry	Aynor Vol Rescue Sq	358-8110	756-0071	yes
	Mt. Olive Rescue Sq	no #	756-0071	no
	Myrtle Beach Rescue Sq	626-7352	756-0071	yes
	N. Horry Rescue Squad	756-5959	756-0071	no
	N. Myrtle Beach Rescue		756-0071	yes
	RAMP 66	1-800-433-8918		no
	Surfside Beach Rescue	238-1216	756-0071	yes

TAB f TO APPENDIX IV TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
PORT AUTHORITIES/HARBORMASTER

SC STATE PORTS AUTHORITY

	<u>FAX Number</u>	<u>Telephone Number</u>
SPA Charleston	577-8710	577-8115
Terminals:		
Columbus Street	577-8662	577-8669
North Charleston	745-6523	745-6529
Union Street	577-8777	723-8651
Wando	577-8727	856-7005
HARBORMASTER	577-8711	577-8192/24 hour #
SPA Georgetown	843-527-2601	843-527-4476
24 hour numbers for Georgetown:		
Mr. Lawrimore	843-237-4877	
Mr. Baker	843-651-6137	
Mr. Ackerman	843-546-3476	

TAB g TO APPENDIX IV TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
SALVAGE COMPANIES/DIVERS

COMMERCIAL

1. **FIRM:** **Eason Diving and Marine Contracting**

 ADDRESS: 2668 Spruill Avenue
 Charleston, SC 29415

 24 HOUR PHONE: (843) 722-2454
 POINT OF CONTACT: Tommy Eason (Owner)

 BOA: YES, DTCG 84-94-A-70017
 SUMMARY OF CAPABILITIES: 300' of 18" boom, (2) 1,800 gal vacuum trucks with
 1000' of 3" hose, (2) utility boats, 50 lbs sorbent pads. Permits for: DHEC Hazardous
 Waste Transport and USCG Mobile Transfer Facility. Eason Diving has underwater video
 and diving capabilities for surveying structural damage to vessels.

 RESPONSE TIME: 1-2 hrs to Charleston
 2-3 hrs to Georgetown
2. **FIRM:** **Ashley Steel, Inc**

 ADDRESS: 3955 Ashley Phosphate Road
 North Charleston, SC 29418

 24 HOUR PHONE: (843) 552-7400
 POINT OF CONTACT:

 BOA: No
 SUMMARY OF CAPABILITIES: (1) 50 ton crane

 RESPONSE TIME: 1 hr to Charleston
 2-5 hrs to Georgetown
3. **FIRM:** **Coastal Divers and Pollution Corp.**

 ADDRESS: 120 Brannen Drive
 Savannah, GA 31410

 24 HOUR PHONE: (912) 944-8832
 POINT OF CONTACT: John Nasworthy (Operations Chief)

 BOA: Yes

SUMMARY OF CAPABILITIES: Boom, pumps, and hoses, electric generators, utility boats, skimmers, pollution response vans, vacuum trucks, and miscellaneous safety equipment.

RESPONSE TIME: 6-10 hrs to Charleston
8-12 hrs to Georgetown

4. **FIRM:** **Salmons Dredging Corp.**

ADDRESS: P.O Box 42
Charleston, SC 29402

24 HOUR PHONE: (843) 722-2921

POINT OF CONTACT: Richard W. Salmons Jr. - President
Jesse Brown - Senior Vice President
Timothy Sponar - Asst. Vice President
Diving and Field Operations

BOA: No

SUMMARY OF CAPABILITIES: **(6) TUGS:** (1) 60 X 22 Push Boat, (1) 60 X 16 Model Bow Tug, (1) 29 X 11 Tug, (1) 26 X 12 Tug, (1) 25 X 8 Tug, (1) 24 X 8 Dive Boat, **(5) CRANES:** (1) 60' Platform Ringer Barge Mounted, (1) Manitowoc 4000 120 X 40 X 8 Spud Barge, (1) Pedestal Mounted 100 X 40 X 8 Crane Barge, (1) Pedestal Mounted 120 X 32 X 8 Crane Barge, (1) 50' lift on a 105 X 34 X 11 Barge.

RESPONSE TIME: 1-2 hrs to Charleston
2-4 hrs to Georgetown

5. **FIRM:** **Fenn-Vac, Inc.**

ADDRESS: 141 Fennell Road
N. Charleston, SC 29418

24 HOUR PHONE: (843) 552-8306

POINT OF CONTACT: Rob Carter

BOA: Yes

SUMMARY OF CAPABILITIES: Boom, pumps, and hoses, electric generators, utility boats, skimmers, pollution response vans, vacuum trucks, and miscellaneous safety equipment.

RESPONSE TIME: 1-2 hrs to Charleston
2-4 hrs to Georgetown

FEDERAL

1. U.S. Navy Superintendent of Salvage (SUPSALV)

PHONE: (703) 607-2758 (days)
(703) 602-7527 (24hrs)
(703) 602-2757/1628 (fax)

Under the Salvage Act (PL 80-513), the Clean Water Act (PL 92-500), and the National Economies Act (31 USC 636) the U.S. Navy is authorized to provide salvage services to other federal agencies.

The NAVSUPSALV is a tool that can also be used during a major oil spill or HAZMAT release, or for consultation during an involved grounding or collision.

Contracts for salvage, towing, engineering support, and salvage related services are also available for routine and emergency use throughout the world. Once funding has been identified, the contracts can be activated immediately.

U.S. Naval Supervisor of Salvage (NAVSUPSALV) maintains a large inventory of equipment at East and West Coast response centers and a small inventory near Pearl Harbor. Request and reimbursement procedures for NAVSUPSALV support to the U.S. Coast Guard are addressed in a USN/USCG Interagency Agreement (IA), see Annex A of this plan.

**TAB h TO APPENDIX IV TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
STATE AND LOCAL ENVIRONMENTAL AGENCIES**

1. STATE ENVIRONMENTAL AGENCIES. See Annex A for roles and responsibilities of State responders.

SC Department of Health and Environmental Control (SCDHEC) - Columbia

(803) 896-4111 during normal working hours
24 hour number - (803) 253-6488 or (888) 481--0125 toll free

SC Emergency Preparedness Division (SCEPD) - Columbia
(803) 734-8020

SC Department of Natural Resources (SCDNR) - Columbia
(800) 922-5431

2. LOCAL ENVIRONMENTAL AGENCIES. See Annex A for roles and responsibilities of Local Responders.

Charleston County Emergency Preparedness Division
(843) 554-5951

SCDHEC - Charleston
(843) 740-1590

SCDHEC - Myrtle Beach
(843) 448-1902

SCDNR - Charleston
(843) 762-5068

TAB i TO APPENDIX IV TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP LABORATORIES

The following are available sample analysis facilities.

SC DHEC, Columbia Phone: (803) 896-4111
Attn: ERS (24 hr) (888) 481-0125

Resources: Organics, metals, pesticides analysis

GENERAL ENGINEERING LABORATORIES

2040 Savage Rd
Charleston, SC Phone: 556-8171
Attn: Edith Kent 769-7385

Resources: Certified chemical testing lab, gas chromatographic & hazardous waste analysis, elemental analysis, waste water, drinking water analysis

O&H MATERIALS

16406 U.S. Route 224E
Findlay, OH 45840 Phone: 1-419-423-3526
1-800-537-9540

Resources: Fixed laboratory facilities are located in Findlay, Ohio, mobile laboratory facilities are distributed throughout the country depending on the locations of current jobs.

U.S. COAST GUARD

Marine Safety Laboratories
1082 Shennecossett Road
Groton, CT 06340 6094 Phone: 1-203-441-2645

Resources: Able to identify oil types and to determine similarities between oil samples.

TAB j TO APPENDIX IV TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
WEATHER SERVICES

National Weather Service

The National Weather Service (NWS) can provide information on the current and predicted climatological and meteorological conditions at the scene of a significant spill incident.

Charleston Office:

Recording: Public Forecast (843) 744-3207

Marine Forecast (843) 747-5859

Forecaster: Live Person (843) 744-0303

There are also several sites on the Internet that provide accurate weather forecasts and provide doppler observations.

TAB k TO APPENDIX IV TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
NATURAL RESOURCE TRUSTEES

FEDERAL TRUSTEES

The Federal Trustees for natural resources are responsible for assessing damages to the resources in accordance with the Oil Pollution Act of 1990, regulations promulgated under section 301(c) of CERCLA, seeking recovery for the losses from responsible party or from the fund, and devising and carrying out restoration, rehabilitation and replacement plans pursuant to CERCLA. The Federal Trustees for natural resources in the COTP Charleston AOR are as follows:

1. **Department of Agriculture (U.S. Forest Service)**. Notified of any event which threatens a National Forest.

POC: Mr. David Wilson
Phone: (843) 561-4000

Alt POC: Mr. Glen Stapleton-District Ranger
Phone: (843) 887-3257

Fire Dispatcher: David Kuhn
Phone: (843) 336-4580

2. **Department of Commerce (NOAA)**. Notified of any incident impacting natural resources found in or under the waters navigable by deep draft vessels, in or under tidally influenced waters, waters of the contiguous zone, and the outer continental shelf, and in upland areas serving as habitat for marine mammals and other protected species.

CDR Gary Petrae / Mr. Ron Gouguet (Alt)
Phone: (206) 526-6949 / (214) 655-2232
FAX: (206) 526-6329 / (214) 655-6460

24 HOUR

(206) 526-6317

3. **Department of Defense.**

U.S. Army: Notified of any incident attributed to or impacting any property maintained by the United States Army (such as the Army TC Docks, Charleston).

Mr. Larry Kizer (843) 751-7640

U.S. Navy. Notified of any incident attributed to or impacting any property maintained by the United States Navy.

Mr. Mark Epstein (NWS Facility Incident Commander)
(843) 764-4010
After hours CDO (843) 764-7901

4. Department of Interior. Notified of a spill or potential spill which threatens to impact fish, wildlife, or other habitats. Also, an incident that impacts or may impact land, facilities or natural resources managed by the National Park Service (NPS), Bureau of Land Management (BLM), Minerals Management Service (MMS), Fish and Wildlife Service (FWS), Bureau of Reclamation (BR), Bureau of Indian Affairs (BIA) or Indian Tribes.

Mr. Donald Schultz (843) 724-4707

STATE TRUSTEES

Per the Oil Pollution Act of 1990, the South Carolina governor's office is the only agency authorized to act on issues concerning oil spill incidents. In addition, state appointed natural resource trustees act on behalf of public natural resources for the purposes of CERCLA. These state officials will, where appropriate, review available hazardous waste site information as to possible effects on natural resources, participate in discussions with EPA or other officials with lead responsibility for remedial action, and determine the need for, and appropriate conduct of, assessments of damages for injury to, destruction of, or loss of natural resources resulting from a discharge of oil or release of hazardous substances where natural resources under their trusteeship are affected. The State Trustees for South Carolina concerning both OPA 90 and CERCLA issues are as follows:

1. SC Dept. of Health & Environmental Control. Notify of any significant pollution incidents harming or threatening state resources.

Douglas E. Bryant (Commissioner SCDHEC)
(843) 734-4880 (office)
(843) 253-6488 (24 hrs)
(888) 481-0125 (24 hrs toll free)

(Alt) Dave Wilson (Director of Hazardous Waste)
(843) 734-5173

2. SC Department of Natural Resources. Notify of any pollution accident which harms or threatens significant amounts of marshland, wildlife, fisheries, etc. within the State of South Carolina.

Mr. Ed Duncan (Environmental Coordinator)
(843) 762-5014

2. SC Department of Natural Resources. (cont.)

(Alt) Ms. Priscilla Wendt
(843) 762-5068

Columbia Office (hotline) (800) 922-5431

3. South Carolina Governor's Office. Notify of any significant incidents which harm or threaten state natural resources or attracts significant public and/or media attention (regardless of size).

Stan McKinney (843) 734-0425

TAB 1 TO APPENDIX IV TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
LOCAL EMERGENCY PLANNING COMMITTEES (LEPC)

The response capabilities of local agencies vary throughout the state. Virtually all counties participate in planning, coordination, and notification activities associated with oil spills, hazardous chemical releases, fires, and other emergencies.

Traditional field response capabilities of fire and police departments including traffic control, communications, and equipment support, are often useful during a response. The cognizant LEPC is also responsible for coordinating and controlling the safe evacuation of civilian personnel, when the need arises. A number of counties continue to develop improved response capabilities through the LEPCs.

County files are kept in the MSO Port Operations Library. These files include county/city contingency plans, local response organization and policy, contacts developed from previous responses, etc. The MSO liaisons with LEPC representatives on a regular basis to provide all interested parties an opportunity to enhance planning coordination and development, and to share lessons learned. Primary liaison is accomplished via the cognizant county's Emergency Preparedness Division.

Charleston Co. EPD	(843) 554-5951
Berkley Co. EPD	(843) 832-8414 ext 4167
Colleton Co. EPD	(843) 549-5632
Dorchester Co. EPD	(843) 832-0341
Georgetown Co. EPD	(843) 546-6869
Horry Co. EPD	(843) 248-1225

TAB m TO APPENDIX IV TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
STATE EMERGENCY RESPONSE COMMITTEES (SERC)

The State Emergency Response Committee (SERC) in the State of South Carolina is appointed by and works directly for the Governor. The Director, South Carolina Emergency Preparedness Division (SCEPD) is the Chairman. In support of the SERC, the SCEPD is directly responsible for the development and maintenance of the State's multi-contingency Emergency Operations Plan, periodically exercising that plan in accordance with a prescribed schedule, and implementing that plan in times of emergency. The SCEPD is also charged with maintaining and activating the State Emergency Operations Center.

The contact person is:

SCEPD
Mr. John J. Berzins, Manager, Response Operations
Emergency Preparedness Division
Office of the Adjutant General
1429 State Street
Columbia, SC 29201
(803) 734-8020
(803) 734-8062 (fax)

TAB n TO APPENDIX IV TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
GOVERNMENT OFFICAL LIAISONS

Congressional inquiries should be handled expeditiously via the Community Relations Coordinator (see B-IV-d-v).

Washington, DC addresses:

The Honorable Strom Thurmond	(202)224-5972	FAX (202)224-1300
U.S. Senate	POC: Duke Short	
Washington, DC 20510		

The Honorable Ernest Hollings	(202)224-7872	FAX (202)224-4293
U.S. Senate	POC: Penny Dalton	
Washington, DC 20510		

The Honorable Mark Sanford	(202)225-3407	FAX (202)225-4340
U.S. House of Representatives	POC: Greg Engeman	
Washington, DC 20515		

Charleston, SC addresses:

The Honorable Strom Thurmond	727-4282	FAX 727-4598
334 Meeting Street	POC: Patricia Rones	
Charleston, SC 29403		

The Honorable Ernest Hollings	727-4525	FAX 723-5211
200 East Bay Street	POC: Joe Maupin	
Charleston, SC 29401		

The Honorable Mark Sanford	727-4175	FAX 577-6522
334 Meeting Street	POC: Edward Vaughn	
Charleston, SC 29403		

TAB O TO APPENDIX IV TO ANNEX E TO THE CHARLESTON OIL & HAZMAT ACP
FISHING COOPERATIVES AND FLEETS

The following is a list of commercial fishing fleets in Marine Safety Office Charleston's AOR.

EDISTO

Bell Buoy Seafood
Edisto, SC
(843) 869-2222

Bohicket Marina
Edisto, SC
(843) 768-1280

FOLLY BEACH

Folly River Marina
Folly Beach, SC
(843) 588-663

GEORGETOWN

Independent Seafood
Georgetown, SC
(843) 546-6642

JAMES ISLAND

Backman Seafood
James Island, SC
(843) 795-2393
(843) 795-2223

Crosby Fish & Shrimp Co.
James Island, SC
(843) 795-4049

LITTLE RIVER

Hurricane Fleet
Little River, SC
(843) 249-3571

Little River Fish House
Little River, SC (843) 249-9868

McCLELLANVILLE

Carolina Seafood
McClellanville, SC
(843) 577-3853

MOUNT PLEASANT

C.A. Magwood, Jr. & Sons
Mt. Pleasant, SC
(843) 884-3352

Geechie Seafood
Mt. Pleasant, SC
(843) 884-9218

Mt. Pleasant Seafood
Mt. Pleasant, SC
(843) 884-4122

MURRELL'S INLET

Capt. Dick's
Murrell's Inlet, SC
(843) 651-3676

H & C Seafood
Murrell's Inlet, SC
(843) 357-1515

WADMALAW, SC

Cherry Point Seafood
Wadmalaw, SC
(843) 559-0858

East Coast Seafood
Wadmalaw, SC
(843) 559-5085

TAB p TO APPENDIX IV TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
EXPLOSIVE ORDINANCE DETAILS

1. Explosive Ordnance Detail (EOD)
Mobile Unit Six - Detachment 14
Naval Weapons Station Charleston
Charleston, SC 29445
(843) 764-7901/NAVWPNSTA CDO
(843) 743-5448/Duty Officer
2. Explosive Ordnance Detail (EOD)
Mobile Unit Twelve
Naval Weapons Station Charleston
Charleston, SC 29445
(843) 764-7901/NAVWPNSTA CDO
(843) 743-9645/Duty Officer
3. Explosive Ordnance Detail (EOD)
Charleston Air Force Base
(843) 566-2531/Command Post
(843) 566-5289/EOD Duty Officer
4. Charleston County Police
(843) 554-4700 or 911

TAB q TO APPENDIX IV TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
SITE SAFETY PERSONNEL/HEALTH DEPARTMENTS

1. SC Dept of Health and Environmental Control
Health Department - District Office
740-0800
2. Medical University of South Carolina
Medical Control
577-0600
3. Charleston County Emergency Medical Services
Medical Director
723-6712 (Days) 745-4000 (Nights)
4. Charleston County Hazardous Materials Program
Program Coordinator
724-0647
5. Georgetown County Emergency Medical Services
Business Number
(843)546-7782
6. Horry County Emergency Medical Services
Business Number
(843)248-1521

TAB r TO APPENDIX IV TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
FIRE DEPARTMENTS

The following is a current listing of Fire Departments in the COTP Charleston AOR.

Ashley River	873-5111
Awendaw	745-4000
Charleston	577-7070
Chas Co. Fire/Rescue	745-4000
Charleston AFB	566-3778
Folly Beach	588-2433
Georgetown	546-5151
Goose Creek	863-5213
Goose Creek Rural	797-3112
Hanahan	744-4073
Isle of Palms	886-4410
James Island	795-2345
Johns Island	559-9194
McClellanville	887-3321
Moncks Corner	761-8040
Mt Pleasant	884-0623
Myrtle Beach	448-3656
Naval Weapons Station	764-7777
N. Charleston	554-5700
N. Charleston District	764-4503
N. Myrtle Beach	249-2233
Old Fort	873-6111
Pine Ridge	764-2661
St. Andrews	556-2345
St. Johns	559-9194
St. Pauls	889-6458
Sullivans Island	883-9944
Summerville	873-5107
Surfside Beach	238-2811

**TAB s TO APPENDIX IV TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
MARINE PILOTS' ASSOCIATIONS**

State pilotage is regulated by the Commissioners of Pilotage for the Port of Charleston and the Commissioners of Pilotage for the Port of Georgetown. Commissioners are appointed by the Governor of South Carolina and are responsible for enforcing state pilotage regulations including licensing, rate setting, casualty investigation, and disciplinary measures in each port. State Pilots also hold federal pilotage licenses issued by the Coast Guard.

CHARLESTON PILOTS

(843) 577-6695

POC: Bob Bennett

There are fifteen member pilots of the Charleston Branch Pilot's Association. Association pilots operate three pilot boats and maintain a 24-hour communications center and dock facility. The pilots serve as the Port's unofficial center for all vessel traffic movement information.

GEORGETOWN PILOTS

(843) 546-6343

(843) 546-3201

POC: Ingell H. Doyle

The Georgetown Bar & Harbor Pilots Association consists of two licensed pilots who hold equal shares of stock in Georgetown Navigation Company, a licensed South Carolina corporation. The company owns the pilot boats and equipment necessary for the conduct of the business of piloting ships.

TAB t TO APPENDIX IV TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
MARINE SURVEYORS

- | | | |
|-----|---|---|
| 1. | ABS Group | Main (843) 566-9500 |
| 2. | Admiralty Marine Surveyors
P. O. Box 12968
Charleston, SC 29422 | Main (843) 762-7176
Fax (843) 762-7176 |
| 3. | Charleston Marine Surveyors | Main (843) 723-8111 |
| 4. | THK Marine & Aviation
Gay & Taylor
3300 W. Montague Ave.
Suite 409
Charleston, SC 29418 | Main (843) 573-0707
Fax (843) 745-9302 |
| 5. | Lucas & Brown, Inc. | Main (843) 577-5782
Fax (843) 577-5782 |
| 6. | Marine Consulting Associates | FAX (843) 571-6271 |
| 7. | G. W. Marine Surveys
Intermodal Equipment Inspections
P.O. Box 21374
Charleston, SC 29413-1374 | Pager (843) 728-9123
Fax (843) 795-6959 |
| 8. | Martin, Ottawa and Chandler, Inc. | Main (843) 884-8266 |
| 9. | Dana McLendon Company
18 Broad Street
Suite 605
Charleston, SC 29401 | Main (843) 723-9274
Fax (843) 722-8128 |
| 10. | Capt. Vincent J. Mitchell | Main (843) 588-9566 |
| 11. | National Cargo Bureau (NCB)
Marine Cargo Surveys | Main (843) 884-1884
Fax (843) 884-2878 |
| 12. | A. A. Sorensen & Associates, Inc. | Main (843) 797-5555 |
| 13. | Bill Cook, Marine Surveyor
Greenville, SC | Main (843) ???????? |
| 14. | Lloyd's Register of Shipping
4080 Woodcock Drive
Brownnett Building, Suite 200
Jacksonville, FL 32207 | Main (904) 396-7565
Fax (904) 396-0021
24 Hr (904) 396-6788 |

Resident Surveyor: Fritz Verloope

*The Lloyds Register of Shipping, Jacksonville District, which includes the ports of Georgetown and Charleston, can be of assistance in locating certified marine surveyors.

TAB u TO APPENDIX IV TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
TOWING COMPANIES

1. **FIRM:** **Stevens Tug Co.**

ADDRESS: 4170 Highway 165
Yonges Island, SC 29449

24 HOUR PHONE: (843) 889-6633 (home)
(843) 889-2254 (office)
POINT OF CONTACT: Bill Stevens

BOA: No
SUMMARY OF CAPABILITIES: (4) 800 horsepower inland tugs and (1) 2200 horsepower offshore tug.

RESPONSE TIME: 3-4 hrs to Charleston
10-12 hrs to Georgetown
2. **FIRM:** **McAllister Tug Co.**

ADDRESS: PO Box 1738
Charleston, SC 29402

24 HOUR PHONE: (843) 577-6449
POINT OF CONTACT: Joe Buckheister/Steve Kicklighter

BOA: No
SUMMARY OF CAPABILITIES: (5) tug boats of 1800 horsepower - 4000 horsepower with trained pilots. (1) tug boat is equipped with fire monitor.

RESPONSE TIME: 2-3 hrs to Charleston
2-3 hrs to Georgetown
3. **FIRM:** **White Stack Tug Co.**

ADDRESS: PO Box 627
Charleston, SC 29402

24 HOUR PHONE: (843) 577-6556
POINT OF CONTACT: Tim West

BOA: No
SUMMARY OF CAPABILITIES: (5) tugs ranging from 1200 horsepower - 3000 horsepower with trained pilots. Tugs have fire monitor on wheelhouses.

RESPONSE TIME: 2-4 hrs to Charleston
4-6 hrs to Georgetown

4. **FIRM:** **Richards Launch & Towing Service, Inc.**

ADDRESS: PO Box 666
Charleston, SC 29402

24 HOUR PHONE: (843) 577-4949

POINT OF CONTACT: Edward and Mark Richards

BOA: No

SUMMARY OF CAPABILITIES: 1450' of retainment boom, (2) 2000 horsepower tug boats with trained pilots.

RESPONSE TIME: 2-3 hrs to Charleston
2-3 hrs to Georgetown

TAB v TO APPENDIX IV TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
BRIDGES (COTP CHARLESTON ZONE)

In the COTP Charleston zone, there are currently 5 rail bridges crossing waterways near the coastal zone. (Ashley River near Drayton Hall, Cooper River, just north of Cypress Gardens and also Cooper River near Moncks Corner; Sampit River, Georgetown; and the AICW Myrtle Beach, parallel to Highway 501). Of these five, only the bridge in Myrtle Beach crosses an actual navigable channel, there is very little chance of the other 4 being involved in collisions with vessels of significant size.

Notify the Group Charleston Operations Center which has been designated by the Seventh Coast Guard District to make the appropriate emergency notifications for reports of collisions between a vessel and a bridge. The following may be used should you be unable to contact the Group Open:

1. If the bridge involved includes rail access, immediately call the CSX Main Control Center in Jacksonville then proceed with further notifications.

CSX MAIN CONTROL NUMBER: 1 (800) 356-9579

2. **Highway Dept. (24 hrs):** 740-1660
559-5643

3. **Local Police:** See F-IV-d.

4. **EPD:** 554-5951

5. **ACOE (emergency management):** 727-4675
727-4489
795-2925

6. Attached is a list of all bridges located within the COTP Charleston zone that provides important information such as exact location, vertical clearance and phone numbers where applicable. COMDTPUB P16590.1, Bridges Over the Navigable Waters of the United States - Atlantic Coast, may also be consulted.

BRIDGES
COTP CHARLESTON ZONE

<u>Bridge/ Operation</u>	<u>Type of Location/ Vertical Clearance</u>	<u>Telephone/ Openings</u>	<u>Radio</u>
Little River Swing Bridge (Swing Power)	ICW - Mile 347.3 7 Ft MHW	Opens on the hour and half	843-399-3539 VHF 16/13 (24 hrs)
Highway 501 Bridge (Fixed)	ICW - Mile 365.4 65 Ft MHW	N/A	N/A
Myrtle Beach R.R. and Hwy Bascule Bridge (Bascule Power)	ICW - Mile 365.4 > 65 Ft MHW	Permanently in open position	None
Socastee Swing Bridge (Swing Power)	ICW - Mile 371.0 11 Ft MHW	Opens on the hour and half hour	803-347-3525 VHF 16/13 (24 hrs)
Ashley River (Hwy 17) Bascule Bridges (Bascule Power)	Ashley River Miles 2.4 & 2.5 14 Ft/18 Ft MHW	Opens on signal Closed Mon-Fri 0700 - 0900 and 1600 - 1900 Closed Sat, Sun & Holidays	852-4156 VHF 16/13 (24 hrs)
Ashley River R. R. Bascule Bridge (Bascule Power)	10 Miles above Battery 3 Ft MHW	Open on signal 0700 - 2300 Open on signal 2300 - 0700 If 3 hours notice is given	904-381-2780 (Chief Disp.) Jax, Florida
Ben Sawyer Memorial Bridge (Swing Power)	ICW - Mile 462.2 31.8 Ft MHW	Opens on signal Closed Mon-Fri 0600 - 0900 and 1600 - 1800	883-3581 VHF 16/13 (24 hrs)
Cooper River Bridges (fixed)	Main Span (Chasn) 150 Ft MHW	N/A	N/A
Cooper River Bridges (fixed)	Town Creek 135 Ft MHW	N/A	N/A

BRIDGES
COTP CHARLESTON ZONE

<u>Bridge/ Operation</u>	<u>Type of Vertical Clearance</u>	<u>Location/ Openings</u>	<u>Telephone/ Radio</u>
Cooper River R.R. Bascule Bridge (Bascule Power)	West Branch- 4 Mi above tee 8 Ft MHW	Opens on signal if a 6 hour notice is given	904 381-2780 Chief Disp) Jax, Florida
Dawho River Swing Bridge (Swing Power)	ICW-Mile 501.3 8.3 Ft MHW	Opens on signal	869-2170 VHF 16/13
John F. Limehouse Bridge (Swing Power)	ICW - Mile 479.3 12.8 Ft MHW	Opens on signal Except Mon-Fri 0630 - 0900 and 1600 - 1830 Opens on hour and half hour	571-6966 VHF 16/13 (24 hrs)
Mark Clark Expressway (I-526) (Fixed)	Ashley River 65 Ft MHW	N/A	N/A
Mark Clark Expressway (I-526) (Fixed)	Cooper River 155 Ft MHW	N/A	N/A
Mark Clark Expressway (I-526) (Fixed)	ICW - Mile 461. 65 Ft or >	N/A	N/A
Mark Clark Expressway (I-526) (Fixed)	Wando River 138 Ft MHW	N/A	N/A
Mark Clark Expressway (I-526) (Fixed)	Wappoo Creek 65 Ft MHW	N/A	N/A
Stono River Swing Bridge (Swing Power)	Stono River 8.0 Ft MHW	Opens on signal	762-0131 VHF 16/13 (24 hrs)
Wando River (S.R. 41) Bridge (Swing Power)	Mile 10.0 Cainho 6 Ft MHW Ovhd cable: 45 ft	Opens on signal if 12 hours notice is given	VHF 13

BRIDGES
COTP CHARLESTON ZONE

<u>Bridge/ Operation</u>	<u>Type of Vertical Clearance</u>	<u>Location/ Openings</u>	<u>Telephone/ Radio</u>
Wappoo Creek Bascule Bridge (Bascule Power)	ICW - Mile 470.8 33 Ft MHW	Opens on hour and half hour Mon - Fri 0900 - 1600 & Sat, Sun, Hol. Closed Mon - Fri 0600 - 0900 and 1600 - 1830 Opens on Demand all other times	766-0640 VHF 16/13 (24 hrs)
Causton Bluff Bascule Bridge (Bascule Power)	ICW - Mile 579.9 (Wilmington River) 21 Ft MHW	Opens on signal except Mon-Fri 0630 - 0900 and 1630 - 1830 Opens on hour and half hour	912 897-2511 VHF 16/13 (24 hrs)
Ladies Island Swing Bridge (Swing Power)	ICW - Mile 536.0 (Beaufort) 30 Ft MHW	Opens on signal Except Mon-Fri 0700 - 0900 and 1600 - 1800 Opens on hour and every 20 min	803 521-2111 VHF 13 (24 hrs)
Skidaway Narrows Bascule Bridge (Bascule Power)	ICW - Mile 592.8 (Long Island) 22 Ft MHW	Opens on signal	912 352-2733 VHF 16/13

APPENDIX V TO ANNEX F TO CHARLESTON OIL & HAZMAT CONTINGENCY PLAN
SPECIAL FORCES

Reference: (a) Federal Region IV, Oil and Hazardous Substance Contingency Plan
(b) 33 CFR 300, National Contingency Plan

This Appendix identifies the Special Forces available to the OSC for response and information to assist with an oil or hazardous substance discharge.

- a. Coast Guard National Strike Force
- b. Coast Guard District Response Advisory Team (DRAT)
- c. Public Information Assist Team (PIAT)
- d. Naval Supervisor of Salvage (NAVSUPSALV)
- e. NOAA Scientific Support Coordinator (SSC)
- f. EPA Emergency Response Team (ERT)
- g. Agency for Toxic Substances and Disease Registry (ATDSR)
- h. State and Local Special Forces
- i. National Marine Fisheries Role
- j. Department of Commerce/NOAA Role

TAB a TO APPENDIX V TO ANNEX F TO THE CHARLESTON OIL & HAZMAT ACP
USCG NATIONAL STRIKE FORCE

1. **THE USCG NATIONAL STRIKE FORCE (NSF) MISSION.** The NSF is a unique, highly trained cadre of Coast Guard professionals who maintain and rapidly deploy with specialized equipment in support of Federal On-Scene Coordinators preparing for and responding to oil and chemical incidents in order to prevent adverse impact to the public and reduce environmental damage.

2. **BACKGROUND.**

a. The National Strike Force (NSF) was created in 1973 as a Coast Guard staffed "Special Force". This special force assists Federal On-Scene Coordinators (FOSCs) responding to potential and actual oil and hazardous material spills as directed by the National Contingency Plan (NCP).

b. The USCG National Strike Force Coordination Center, located in Elizabeth City, North Carolina, coordinates the three Coast Guard Strike Teams (Atlantic, Gulf and Pacific). The three Strike Teams provide trained personnel and specialized equipment to assist the FOSC in training for spill response, stabilizing and containing the spill, and in monitoring or directing the response actions of the responsible parties and/or contractors. Each FOSC has a specific team designated for initial contact and may contact that team directly for any assistance. [The Gulf Strike Team is FOSC Charleston's designated team.]

3. **TELEPHONE NUMBERS.**

National Strike Force Coordination Center	
Elizabeth City, NC	(919) 331-6000
Atlantic Strike Team: Fort Dix, NJ	(609) 724-0008
Gulf Strike Team: Mobile, AL	(334) 441-6601
Pacific Strike Team: Novato, CA	(415) 883-3311

4. **NSF CAPABILITIES** include:

- ◆ Responding with trained personnel and specialized equipment to prevent, contain and/or remove spills of oil and releases of hazardous material
- ◆ Providing spill management expertise;
- ◆ Assisting with response planning and consultation;
- ◆ Conducting operational training in oil and chemical spill response techniques and equipment usage;
- ◆ Coordinating, conducting, and evaluating the national Preparedness for Response Exercise Program (PREP);

- ◆ Technical assistance, equipment and other resources to augment the FOSC staff during spill response ;
- ◆ Identifying, locating, and assisting in the transportation of specialized equipment needed for spill response; and
- ◆ Providing support from the Public Information Assist Team (PIAT) to FOSCs during pollution responses.
- ◆ Assistance in coordinating the use of private and public resources in support of the FOSC during a response to or a threat of a worst case discharge of oil or hazardous substance.
- ◆ Reviewing Area Contingency Plans, including an evaluating of equipment readiness and coordination among responsible public agencies and private organizations.
- ◆ Assisting in location os spill response resources for both response and planning, using the NSFCC's national and international computerized inventory of spill response resources.
- ◆ Coordinating and evaluation of pollution response exercises.
- ◆ Inspecting of district prepositioned pollution response equipment.

5. REQUESTING ASSISTANCE.

a. By requesting assistance from any one Strike Team, an FOSC immediately gains access to the entire National Strike Force personnel roster and equipment inventory. Each team maintains a state of readiness which enables them to dispatch two members immediately, four members within two hours, and up to twelve members within six hours as the circumstances of the incident dictate. Equipment would be dispatched within four hours of a request for assistance.

b. During a response operation, FOSCs are encouraged to contact the NSF when:

- ◆ Control of the discharge requires the special knowledge or special equipment of the NSF;
- ◆ Response will require in excess of two days to complete removal operations and augmentation by NSF personnel will release local forces to return to normal operations; or
- ◆ In the judgement of the FOSC, NSF capabilities are necessary.
- ◆ Technical assistance, equipment and other resources to augment the FOSC staff during spill response

6. **DEPLOYMENT.** Upon receiving a request, personnel and equipment will be deployed to the scene in the most expeditious manner possible.

7. **TRANSPORTATION.** This may involve over-the-road transport: all three Strike Teams have tractor-trailer rigs that give them rapid deployment capabilities. In the event air transport of equipment is required, aircraft support will be coordinated by the appropriate Area Commander.

NOTE: Since response support is time critical, early notification of Strike Team assistance (or potential assistance) will allow the teams to begin logistics planning even before a formal request is made.

8. **LOGISTIC CONSIDERATIONS.**

a. Strike Teams make every effort to be as logistically independent, however, assistance may be required from the FOSC in arranging the following support:

- ◆ Heavy lifting equipment, such as cranes and forklifts capable of handling a 16,000 lb. containment barrier box;
- ◆ Fork extensions for forklift;
- ◆ Small boats, vessels of opportunity;
- ◆ Tractor-Trailer rigs;
- ◆ Electrical power, land lines for telephones and computers, potable water supply and fuel supply for command posts.

b. Specific logistic needs will be clarified during the initial request for assistance; these needs vary, dependent upon the incident and location. Strike Teams attempt to minimize the effort by the FOSC's staff required to arrange support. However, the local knowledge of the FOSC's staff may be relied upon by the Strike Teams to make reasonable decisions regarding logistics.

TAB b TO APPENDIX V TO ANNEX F TO THE CHARLESTON AREA O&H ACP
USCG DISTRICT RESPONSE GROUP (DRG) AND ASSIST TEAM (DRAT)

Reference: (a) CCGD7 SOP, ANNEX P

1. **DISTRICT RESPONSE GROUP (DRG).** The District Response Group (DRG) is a framework within each Coast Guard district to organize district resources and assets to support the USCG FOSC during a response to a pollution incident. Coast Guard DRGs assist the FOSC by providing technical assistance, personnel, and equipment, including the Coast Guard's prepositioned equipment.

Each DRG consists of all Coast Guard personnel and equipment, including fire fighting equipment, in its district, plus additional prepositioned equipment and a District Response Advisory Team (DRAT) that is available to provide support to the OSC in the event that a spill exceeds local response capabilities.

2. **DISTRICT RESPONSE ADVISORY TEAM (DRAT).** The DRAT is an element of D7(mr). The DRAT forms the nucleus of the DRG for support of the FOSC in response, preparedness, and training functions. The DRAT serves as the coordinating body for the DRG and, if necessary, can be deployed by the Chief, Seventh Coast Guard District Marine Safety Division, to provide specialized support to an OSC. The DRAT also coordinates the support of the OSC by other Coast Guard units. In coordination with other staff elements, the DRAT ensures there are adequate procedures to implement the DRG, including rapid activation of the Reserve, Auxiliary, and Active Duty personnel from within the District.

3. The Seventh Coast Guard DRAT may be reached at:

Working hours 305-536-5651
24 hour number 800-874-7561

DRG/DRAT SUPPORT REQUEST MESSAGE

1. Use the below format to request support from the District 7 DRG/DRAT.

=====

O DDTTTTZ AUG 96
FM MSO CHARLESTON SC
TO CCGDSEVEN MIAMI FL//S/M/O/CC/SP/SR//
INFO
ACCT CG-W2GFRC
BT
UNCLAS//NO1320//
SUBJ: PERSONNEL/EQUIPMENT SUPPORT FOR MAJOR OIL SPILL
A. REFERENCE PHONCON
1. AS PER REF A, REQUEST PERSONNEL IN SUPPORT OF (NAME OF MISSION). THE FOLLOWING INFORMATION IS PROVIDED:
A. NUMBER OF PERSONNEL REQUESTED
B. RANK OF PERSONNEL (EXAMPLE E-4 TO E-6)
C. TIME OF TAD
D. DATE/TIME PERSONNEL TO ARRIVE/NEEDED
E. PERSONNEL QUALIFICATIONS REQUIRED
F. DUTIES TO BE PERFORMED
G. DURATION OF TAD PERIOD
H. PERSONAL EQUIPMENT NEEDED.
I. QTR/MESSING: AVAILABLE/NONAVAILABLE
J. RENTAL CAR: AVAILABLE/NONAVAILABLE
2. ADDITIONALLY, THE FOLLOWING EQUIPMENT IS REQUIRED:
(NOTE: THIS IS EQUIPMENT IN THE CONTROL OF THE CG)
A. REQUEST REASSIGN EQUIPMENT (EXAMPLE: REQUEST 4 VOSS UNITS)
3. REQUEST ALL UNITS COORDINATE THROUGH D7(M) WITH INFO TO BE PROVIDED TO (POINT OF CONTACT AT MSO SPILL)
BT

=====

TAB c TO APPENDIX V TO ANNEX F TO THE CHARLESTON AREA O&H ACP
PUBLIC INFORMATION ASSIST TEAM (PIAT)

The Public Information Assist Team (PIAT) is an element of the NSFCC staff that is available to assist FOSCs to meet the demands for public information during a response or exercise. Its use is encouraged any time the FOSC requires outside public affairs support.

Requests for PIAT assistance may be made through:

NSFCC	919-331-6000
NRC	800-424-8802

TAB d TO APPENDIX V TO ANNEX F TO THE CHARLESTON AREA O&H ACP
U.S. NAVY SUPERVISOR OF SALVAGE (SUPSALV)

The U.S. Navy (USN) is the Federal agency most knowledgeable and experienced in ship salvage, shipboard damage control, and diving. The USN has an extensive array of specialized equipment and personnel available for use in these areas as well as specialized containment, collection, and removal equipment specifically designed for salvage related and open sea pollution incidents.

The Supervisor of Salvage (SUPSALV) is a resource that the FOSC can access during a major oil spill involving vessel salvage issues. The SUPSALV can provide salvage expertise and maintains a warehouse on each coast stockpiled with salvage and response gear. (See NSFCC Spill Response Resource Inventory <SRRI> for a listing of SUPSALV equipment; individual Navy Facilities also locally stockpile some response equipment, which is also listed in the SRRI).

To access SUPSALV, contact SUPSALV field personnel in Virginia to alert them that the FOSC is requesting that they be activated.

(703)607-2758 (DAYS)
(703)602-7527 (24 HRS)

Once this call has been placed, another call must be made to OPNAV CNO N312. This is the official call for permission to activate SUPSALV.

(703)695-0231 (24 HRS)

***SEE ALSO APPENDIX IV, TAB g to this EX.**

TAB e TO APPENDIX V TO ANNEX F TO THE CHARLESTON AREA O&H ACP
NOAA SCIENTIFIC SUPPORT COORDINATORS (SSC)

Reference: (a) The Scientific Support Team, Reference Guide, SSC District 7
(b) 40 CFR 300, National Contingency Plan (NCP)

1. **INTRODUCTION.** Scientific support to Coast Guard FOSCs during responses is provided by NOAA through Scientific Support Coordinators (SSCs) as outlined in reference (b) under Special Teams. SSCs are considered purely technical in function with no agency bias. Each NOAA SSC has the authority to respond immediately to pollution incidents and to commit additional technical resources and teams when necessary.

2. **SCIENTIFIC SUPPORT COORDINATOR (SSC).**

Brad Benggio/Richard Wingrove	(305) 530-7931 (24 hrs)
NOAA Scientific Support Coordinator	1-800-SKY-PAGE #579-8823
Commander USCGD7 (m-SSC)	
909 South East 1st Avenue	
Brickell Plaza Federal Building	
Miami, FL 33031	

a. Responsibilities. The SSC is the principal advisor to the OSC for scientific issues, communication with the scientific community, and coordination of requests for assistance from state and federal agencies. The SSC strives for a consensus on scientific issues affecting the response, but ensures that differing opinions within the community are communicated to the FOSC. The SSC serves as the FOSC's liaison between damage assessment data collection efforts and data collected in support of response operations. The SSC coordinates with State representatives, appropriate trustees and other knowledgeable local representatives.

b. Capabilities. The SSC can provide expertise in oil slick tracking, pollutant transport modeling, biological assessments, environmental trade-offs of countermeasures and cleanup, identifying natural resources at risk, environmental chemistry, chemical hazard assessment, health and safety, information management, and technical information resources.

c. SSC Actions During a Response. The SSC serves on the federal staff and may lead the scientific team and be responsible for providing scientific support for operational decisions and for coordinating on-scene scientific activity. Depending on the nature and location of the incident, the SSC integrates expertise from various sources to assist the FOSC in evaluating the hazards and potential effects of releases and in developing response strategies.

d. Response Planning. The SSC supports the Regional Response Team (RRT) and the Charleston Area Committee in the preparation of the regional and area contingency plans. For the Charleston Area Plan, the SSC provides leadership for the synthesis and integration of environmental information required for spill response decisions in support of the FOSC and Charleston Area Committee.

3. NOAA SPILL TEAMS.

a. Assistant Scientific Support Coordinator (ASSC). The primary function of the ASSC is to support the Area Committee and Regional Response Team in preparing contingency plans and developing multi-agency agreements. Within the Area Committee, the ASSC is the focal point for collecting and integrating environmental information required for spill response decisions in support of the FOSC. This may include coordinating resource mapping efforts, field-verifying contingency plans, and assisting in transferring agency technology to federal, state, and community users through technical training and distribution of technical information.

b. Trajectory Analysis Team. This team develops estimates that combine visual spill observation made from aircraft overflights or remote sensing platforms with computer model calculations that include observed, predicted, and statistical information on weather and ocean currents. Integrating and interpreting data from field observations and computer models allows the team to provide complex information in a form the FOSC can use. For hazardous materials spills, projections can be made for the pollutants movement in air and water. They can provide this data from on-scene or remotely.

c. Resources at Risk Team. This team provides the SSC with information on the environmental effects, resources at risk, and the suitability of mitigation measures. These may involve complex decisions associated with natural resource protection priorities and shoreline cleanup strategies. Team members evaluate the most effective combination of mechanical countermeasures, chemical countermeasures, bioremediation, in-situ burning, and natural recovery for protecting sensitive resources. This requires working with resource trustees to identify resources at risk, protection priorities, and countermeasure strategies for specific areas.

d. Information Management Team. This team provides efficient, ready communication expertise. The team integrates on-scene data collection, data synthesis, information presentation, and data dissemination during all phases of a spill response. Their objective is to produce information needed to support operational decisions, display and present response recommendations in paper and electronic forms, and document data collected as part of the response effort.

e. Biological Assessment Team. This team provides information on environmental effects, resources at risk, and the suitability of mitigation measures. This may involve complex decisions associated with natural resource protection priorities and shoreline cleanup strategies. Team members provide expertise on long-term biological resource issues, focusing on sensitive habitats, endangered species, and proper testing and operational monitoring of new technologies and alternative treatment methods. Special areas of expertise include bioremediation; in-situ burning; fisheries issues; ecological risk assessment; oceanography, marine and aquatic biology, federal endangered species assessment protocol; aquatic toxicology, pathology, and environmental diseases of fish and shellfish; pollutant effects and bioaccumulation and tainting; and statistical sampling and analysis. Team members focus on ensuring scientific credibility of assessments, prioritizing issues, evaluating appropriate technologies, evaluating the influence of natural perturbations, conducting long-term follow-up, and reporting lessons learned.

f. Chemical Hazard Assessment. This team provides the expertise and information necessary for evaluating the environmental hazards associated with releases and discharges. This includes detailed information on chemical properties, reactions, and environmental interactions associated with specifics of a spill. This information is used to evaluate pollution movement, resources at risk, and possible routes of human exposure. The team focuses on how substances react in the environment, possible interactions among spilled chemicals, reaction by-products such as toxic gases, and possible mitigation options. The team can also identify sampling protocols and interpret and verify analytical results.

g. Health and Safety Coordinator. The coordinator provides expertise and information necessary for evaluating the human health hazards associated with oil and chemical releases. This includes detailed information on allowable human exposure levels and appropriate personal protective gear associated with the specifics of a release. This information is further used to evaluate possible routes of human exposure.

TAB f TO APPENDIX V TO ANNEX F TO THE CHARLESTON AREA O&H ACP
EPA EMERGENCY RESPONSE TEAMS (ERT)

1. **INTRODUCTION.** The EPA's Environmental Response Team (ERT) has expertise in treatment technology, biology, chemistry, hydrology, geology, and engineering. The ERT can provide the OSC access to special equipment to deal with chemical releases, and can provide the FOSC with advice concerning hazard evaluation, multimedia sampling and analysis, risk assessment, on-site safety, cleanup techniques, water supply decontamination and protection, use of dispersants, environmental assessment, degree of cleanup required, and the disposal of contaminated materials. The ERT also offers various training courses to prepare response personnel. The Department of Interior's Regional Environmental Officer, Mr. Jim Lee, also serves with the EPA's ERT.

2. **POINT OF CONTACT.**

<u>U.S. EPA, Region IV</u>	<u>Department of Interior</u>
Emergency Response and Removal Branch	Regional Environmental Officer
Doug Lair: (404) 562-8721	Jim Lee: (404) 331-4524
FAX: (404) 562-8699	FAX: (404) 331-1736
24 Hr (404) 562-8700	

TAB g TO APPENDIX V TO ANNEX F TO THE CHARLESTON AREA O&H ACP
AGENCY FOR TOXIC SUBSTANCE AND DISEASES (ATSDR)

1. **INTRODUCTION.** The Agency for Toxic Substances and Disease Registry (ATSDR) maintains appropriate disease/exposure registries, provides medical care and testing of individuals during public health emergencies, develops, maintains, and informs the public concerning the effects of toxic substances, maintains a list of restricted or closed areas due to contamination, conducts research examining the relationship between exposure and illness, and conducts health assessments at contaminated sites.

Additionally, ATSDR assists the EPA in identifying hazardous substances at CERCLA sites, develops guidelines for toxicological profiles of hazardous substances, and develops educational materials related to the health effects of toxic substances.

ATSDR resources are an important tool for the FOSC in assessing the possible effects of an environmental emergency on the public's health.

Contact ATSDR at: (404) 639-6000

TAB h TO APPENDIX V TO ANNEX F TO THE CHARLESTON AREA O&H ACP
STATE AND LOCAL SPECIAL FORCES

STATE:

SCDHEC Division of Waste Assessment & Emergency Response	(843) 896-4111
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LOCAL:

Information Resources:

Charleston Co. EPD	554-5951
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Charleston Co. HAZMAT Coordinator	724-0647
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HAZMAT Response Teams:

Charleston City Police	577-7434
Charleston City Fire Department	577-7070
North Charleston Fire Department	554-5700
Mt Pleasant Fire Department	884-0623
St. Johns Fire Department	559-9194

TAB i TO APP V TO ANNEX F TO CHARLESTON O&H ACP
ROLE OF THE NATIONAL MARINE FISHERIES SERVICE (NMFS)

1. **GENERAL.** The National Marine Fisheries Service (NMFS) is a part of the National Oceanic and Atmospheric Administration (NOAA). NMFS administers NOAA's programs that support the domestic and international conservation and management of living marine resources. NMFS provides services and products to support domestic and international fisheries management operations, fisheries development, trade and industry assistance activities, enforcement, protected species and habitat conservation operations, and the scientific and technical aspects of NOAA's marine fisheries program.

2. **NMFS ROLE DURING A POLLUTION INCIDENT RESPONSE.**

a. Natural Resource Damage Assessment (NRDA). The NMFS participates with other Natural Resource Trustees implementing National Resource Damage Assessment procedures. One area is working with the Damage Assessment Center (DAC) and the Restoration Center.

b. The Endangered Species Act (ESA) of 1973 assigns NMFS specific duties with regard to protecting endangered species. NMFS must be involved in any Section 7 ESA consultations and developing response action plans.

c. Restoration Center. The National Marine Fisheries Service's Restoration Center is the focal point for coastal and estuarine habitat restoration within NOAA. The Restoration Center is a part of NOAA's Damage Assessment and Restoration Program (DARP). Through DARP, NOAA claims damages for injuries to marine resources resulting from oil spills, hazardous releases, or other human-induced environmental disturbances. Monetary awards from polluters and other responsible parties are used to "restore, replace, or acquire the equivalent of" the injured resources. To date, this program has initiated restoration activities at over 25 sites around the country.

d. See other sections of this ACP that discuss NOAA, the Damage Assessment Center, Natural Resource Trustees, and ESA section 7 consultations.

TAB j TO APPENDIX V TO ANNEX F TO THE CHARLESTON AREA O&H ACP
ROLE OF THE DEPT OF COMMERCE/NOAA

1. **GENERAL.** The Department of Commerce (DOC), through NOAA (National Oceanographic & Atmospheric Administration), is a significant player in oil spill and hazardous material release responses to meet the goals of protecting the environment effectively, mitigating collateral harm, and facilitating environmental recovery.

NOAA could perform up to four functions during a spill of oil or hazardous materials. All these functions have response and contingency planning aspects. Although they are closely intertwined, they are carried out by separate organizational groups within NOAA. These four functions are:

- ◆ Coordinating scientific support to the OSC,
- ◆ Representing DOC/NOAA on the RRT,
- ◆ Conducting activities relating to damage assessment, and
- ◆ Acting as a First Federal Official and lead trustee on spills in National Marine Sanctuaries.

2. **SCIENTIFIC SUPPORT COORDINATOR (SSC).** The SSCs and their support teams provide scientific advice to support the Federal OSC in operational decisions. (See Sections C.I.d.v: "Technical Specialists" and F.V.e: "NOAA Scientific Support Coordinators" in this ACP.)

3. **DOC/NOAA RRT MEMBERSHIP.** NOAA represents DOC on the RRT as the RRT Co-Chair. As the RRT member, they represent DOC/NOAA's policies, including formal concurrence on the use of different spill countermeasures, provide an access point to other DOC/NOAA resources and expertise, and act as the OSC's point of contact for trustee notification. NOAA RRT members act as a conduit for passing on that notification to NOAA's Damage Assessment Center and National Marine Sanctuary program, as appropriate.

4. **DAMAGE ASSESSMENT.** The third function is carried out by the NOAA's Damage Assessment and Restoration Program acting through the Damage Assessment Center (DAC). DAC's primary mission is to carry out NOAA's responsibilities under the damage assessment provisions of OPA and CERCLA for releases or discharges. This may include serving as the lead administrative trustee upon the agreement of other trustees involved in a damage assessment effort.

5. **LEAD NATURAL RESOURCE TRUSTEE.** The NOAA RRT member, DAC, and Sanctuary program represent different aspects of NOAA's trustee responsibilities for spills of oil or hazardous substances; no single office represents NOAA's entire natural resource trustee responsibilities.

a. NOAA Sanctuary. If a spill impacts a NOAA Sanctuary, the Sanctuary Manager oftentimes participates as the First Federal Official, as well as the lead trustee for response-related issues. The Sanctuary program coordinates their spill response activities with the other elements of

NOAA: SSCs for technical, RRTs for relaying NOAA policy to the RRT Co-Chair (and OSC, as necessary) and DAC for damage assessment.

b. NOAA Trusteeship. NOAA's trust resources responsibilities include overseeing the protection of:

- i. All life stages, wherever they occur, of fishery resources of the exclusive economic zone and continental shelf;
- ii. Anadromous and catadromous species throughout their ranges;
- iii. Rivers and tributaries to rivers which historically or presently support anadromous species;
- iv. Federally endangered and threatened species, including designated critical habitat and marine mammals for which NOAA is responsible;
- v. Tidal wetlands and other habitats supporting these resources; and
- vi. The living and non-living resources of National Marine Sanctuaries and National Estuarine Research Reserves.

c. Authorities. NOAA has overlapping natural resource trustee authorities that could be in force during spill response.

- (1) OPA (as detailed in the 1994 NCP) is the authority for receiving notifications of potential and actual spills threatening NOAA resources, consulting on the fish and wildlife and sensitive environments annex of the ACP (which includes concurrence on specific countermeasures), consulting on removal actions during an incident, and implementing damage assessment activities.
- (2) CERCLA (as amended by SARA) has emergency response authority for EPA and USCG and damage assessment authority for trustees on releases of hazardous substances. Under this Act, EPA or USCG, as appropriate, must notify trustee agencies about releases which may affect their resources, so they can initiate damage assessment.
- (3) Endangered Species Act (ESA) requires the federal agency taking the "action" (eg, the FOSCs) to consult with the delegated office (which is the NOAA National Marine Fisheries Service (NMFS) Regional offices for Protected Species) on the potential effects that the spill or the response activities might have on those species or their critical habitat. This extends to associated response activities like increased vessel traffic or the presence of clean up workers near nesting or haul out sites, etc. NOAA/HAZMAT SSCs (and/or RRTs) act as coordination bridges to NMFS Regional offices in fulfilling this responsibility.
- (4) National Marine Sanctuaries Act (NMSA) charges NOAA with protecting and managing marine sanctuaries. The federal agency taking the "action" (eg, the

OSC) that affects, or may affect, a sanctuary or its resources, must consult with the appropriate sanctuary manager on its proposed actions. NOAA/HAZMAT SSCs (and/or RRTs) can act as coordination bridge to sanctuary managers in fulfilling this responsibility.

- (5) The Coastal Zone Management Act, whose implementation NOAA oversees, provides grants to support state efforts on their coastal zone management plan development and implementation, and on management of their estuarine research reserves. It is the state's responsibility to ensure that ACPs are consistent with their coastal zone management plans. For estuarine research reserves, NOAA shares responsibility for protecting these areas with the appropriate state; however, the state normally takes the lead in advocating actions to protect the reserve.

5. NOAA INCIDENT RESPONSE/GENERAL SPILL NOTIFICATION AND RESPONSE TEAM ACTIVATION.

a. Notifications. In general, the SSCs are the first NOAA personnel to be alerted, usually by the OSC; however, the RRT member should also be notified by the OSC (or their staff) to meet the formal notification requirement for trustee agency notification. **Notification of the SSC alone does not constitute notification of Commerce as a natural resource trustee agency.**

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b. Telephone Number. In order to ensure that the OSC can fulfill this notification requirement at all times, there is a 24-hour number, (206) 526-6317, which can be called in case the RRT member or alternate cannot be reached. If the 24-hour number is used for this purpose, it is important that the OSC identify the call as being a "trustee notification". The HAZMAT Duty Officer at this 24-hour number will then carry out the required notification of NOAA/DAC.

c. When to notify the NOAA Trustee. The threshold for NOAA Trustee notification in general is:

- i. Any oil spill exceeding the NCP definition of a minor spill (greater than 1,000 gallons inland, or greater than 10,000 gallons in the coastal zone); and/or

- ii. Any oil spill where there is a continuing discharge and the potential for a major release (greater than 10,000 gallons inland, or greater than 100,000 gallons in the coastal zone).

6. CONSULTATION ON SPILL COUNTERMEASURES.

a. OPA Actions. The DOC RRT member represents DOC for performing the consultation for removal actions required under OPA. Although most discussions will be managed by NOAA's SSC, if a formal consultation is required, such as for pre-authorization of chemical countermeasures, the RRT member is authorized to speak for the department.

b. ESA Actions. In the case of activities covered by the Endangered Species Act and requiring Section 7 consultation, the RRT member can assist in facilitating such consultation, although the authority formally resides within NOAA's National Marine Fisheries Service.